The Hongkong Telegraph.

N°. 2030. THURSDAY, SEPTEMBER 13, 1888. SIX DOLLARS PER QUARTER

Banks.

RULES OF THE HONGKONG SAVINGS BANK.

1.—THE BUSINESS of the above BANK will be conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION, on their premises in Hongkong. Business Hours on WEEK-DAYS, 10 to 3; SATURDAYS, 10 to 1.

2.—SUMS LESS THAN $1, or MORE THAN $250 at one time will not be received. No Depositor may deposit more than $2,500 in any one year.

3.—DEPOSITORS in the SAVINGS BANK, having $100, or more, at their credit may at their option transfer the same to the HONGKONG AND SHANGHAI BANKING CORPORATION on fixed deposit for 12 months at 5 per cent. per annum interest.

4.—INTEREST at the rate of 3½ % per annum will be allowed to Depositors on their daily balances.

5.—EACH DEPOSITOR will be supplied gratis with a PASS-BOOK, which must be presented with each payment or withdrawal. Depositors must not make any entries themselves in their PASS-BOOKS, but should send them to be written up at least twice a year, about the beginning of January and beginning of July.

6.—CORRESPONDENCE as to the Business of the Bank, if marked ON HONGKONG SAVINGS BANK BUSINESS, will be forwarded free by the various British Post Offices in Hongkong and China.

7.—WITHDRAWALS may be made on demand, but the personal attendance of the Depositor or his duly appointed Agent, and the production of his PASS-BOOK, are necessary.

FOR THE HONGKONG AND SHANGHAI BANKING CORPORATION,

T. JACKSON,
Chief Manager.

Hongkong, 1st September 1887. [9

THE NEW ORIENTAL BANK CORPORATION, LIMITED.

AUTHORISED CAPITAL .....£2,000,000.
PAID-UP CAPITAL 500,000

Registered Office, 40, THREADNEEDLE STREET, LONDON.

BRANCHES IN INDIA, CHINA, JAPAN AND THE COLONIES.

THE BANK receives MONEY ON DEPOSIT, Buys and Sells BILLS OF EXCHANGE, ISSUES LETTERS OF CREDIT, forwards BILLS for COLLECTION, and Transacts Banking and Agency Business generally, on terms to be had on application.

INTEREST ALLOWED ON DEPOSITS:
Fixed for 12 months, 5 per Cent. per Annum.
" 6 " 4 " "
" 3 " 3 " "
ON CURRENT DEPOSIT ACCOUNTS 2 per Cent. per Annum on the Daily Balance.

APPROVED CLAIMS on the ORIENTAL BANK CORPORATION, in Liquidation, or the BALANCES of such claims, purchased on advantageous terms.

AGENCY OF THE NATIONAL LIFE ASSURANCE SOCIETY.

E. W. RUTTER,
Manager
HONGKONG BRANCH.

10]

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL .....$7,500,000.
RESERVE FUND ..... 4,000,000.
RESERVE LIABILITY OF PROPRIETORS 7,500,000

COURT OF DIRECTORS:—
CHAIRMAN—Hon. JOHN BELL-IRVING.
DEPUTY CHAIRMAN—W. H. FORBES, Esq.
C. D. BOTTOMLEY, Esq. | S. C. MICHAELSEN, Esq.
W. G. BRODIE, Esq. | J. S. MOSES, Esq.
H. L. DALRYMPLE, Esq. | L. POESNECKER, Esq.
J. F. HOLLIDAY, Esq. | N. A. SIEBS, Esq.
B. LAYTON, Esq. | E. A. SOLOMON, Esq.

CHIEF MANAGER.
HONGKONG—THOMAS JACKSON, Esq.
MANAGER.
SHANGHAI—EWEN CAMERON, Esq.
LONDON BANKERS—LONDON AND COUNTY BANK.

HONGKONG—INTEREST ALLOWED.

ON CURRENT DEPOSIT ACCOUNT at the rate of 2 per cent. per Annum on the daily balance.

ON FIXED DEPOSITS:—
For 3 months, 3 per Cent. per Annum.
For 6 months, 4 per Cent. per Annum.
For 12 months, 5 per Cent. per Annum.

LOCAL BILLS DISCOUNTED.

CREDITS granted on approved Securities, and every description of BANKING and EXCHANGE business transacted.

DRAFTS granted on London, and the chief commercial places in Europe, India, Australia, America, China and Japan.

T. JACKSON,
Chief Manager.

Hongkong, 4th September, 1888. [8

NOTICE.

HONGKONG & WHAMPOA DOCK COMPANY, LIMITED.

SHIPMASTERS AND ENGINEERS are respectfully informed that, if upon their arrival in this HARBOUR none of the COMPANY'S FOREMEN should be at hand, ORDERS FOR REPAIRS, if sent to the HEAD OFFICE, No. 14, Praya, Central, will receive prompt attention.

In the event of complaints being found necessary, communication with the Undersigned is requested, when immediate steps will be taken to rectify the cause of dissatisfaction.

D. GILLIES,
Secretary.

Hongkong, 25th August, 1888. [25

Insurances.

THE NEGLECT OF LIFE ASSURANCE.

THERE is no feature of our civilised life that strikes a thoughtful man with more force than the neglect of LIFE ASSURANCE. By payment of a small quarterly subscription any man of good health can secure a very large sum to his family in case of premature death, yet hundreds of families brought up in comfort—perhaps in luxury—are left in extreme poverty every year from the bread winner having neglected to assure his life. In the East many a man lives up to his income, knowing well that if death cut him off suddenly, his wife and children would be left almost wholly unprovided for. All this can be prevented by Life Assurance.

EVERY FACILITY
In connection with Life Assurance Business is afforded by
THE STANDARD LIFE OFFICE,
one of the largest and wealthiest of the Provident Institutions of the United Kingdom. Forms of application and all information will be promptly afforded on application to any of the Standard Company's Agents, or to

THE BORNEO COMPANY, LD.,
Agents, Hongkong.

Hongkong, 29th June, 1888. [659

NOTICE.

THE MAN ON INSURANCE COMPANY, LIMITED.

CAPITAL SUBSCRIBED.....$1,000,000

The above Company is prepared to accept MARINE RISKS at CURRENT RATES on Goods, &c. Policies granted to all Parts of the world payable at any of its Agencies.

WOO LIN YUEN,
Secretary.

HEAD OFFICE,
No. 2, QUEEN'S ROAD WEST.

Hongkong, 1st February, 1887.

GENERAL NOTICE.

THE ON TAI INSURANCE COMPANY, (LIMITED.)

CAPITAL. TAELS 600,000, EQUAL TO ..... $833,333·33
RESERVE FUND $240,000.00

BOARD OF DIRECTORS.
LEE SING, Esq. | LO YEUK MOON, Esq.
LOU TSO SHUN, Esq.

MANAGER.—HO AMEI.

MARINE RISKS on GOODS, &c., take at CURRENT RATES to all parts of the world.

HEAD OFFICE, 8 & 9, PRAYA WEST.

Hongkong, 17th December, 1885. [858

Auctions.

GOVERNMENT NOTIFICATION,
No. 401.

THE following Particulars of Sale of Crown Land by Public Auction, to be held on the spot, on

MONDAY,

the 17th day of September, 1888, at 4 P.M., are published for general information.

By Command,

FREDERICK STEWART,
Colonial Secretary.

Colonial Secretary's Office,
Hongkong, 10th September, 1888. [891

Particulars of the letting by Public Auction Sale, to be held on MONDAY, the 17th day of September, 1888, at 4 P.M., by Order of His Excellency the GOVERNOR, of One Lot of CROWN LAND, in the Colony of Hongkong, for a term of 75 Years.

PARTICULARS OF THE LOT.

No. of Sale.	Registry No.	Locality.	Boundary Measurements. N.	S.	E.	W.	Contents in Square ft.	Annual Rent.	Upset Price.
1	No. 61	Rural Building Lot "The Hay Stack," (Mr. ANTON'S)..... The Ridge, North of	feet. 130	feet. 160	feet. 180	feet. 188	28,500	$ 106	$ 5,700

To be Let.

TO LET.

ROOMS in "COLLEGE CHAMBERS."

GODOWN in ICE HOUSE LANE, lately occupied by Messrs. BUTTERFIELD & SWIRE, from the 1st August.

Apply to

DAVID SASSOON, SONS & Co.

Hongkong, 12th July, 1888. [12

Intimations.

ROSE & CO.

BEG to inform the residents of Hongkong and Outports that they have disposed of their STOCK-IN-TRADE, &c., and transferred their Business to the HALL & HOLTZ CO-OPERATIVE COMPANY, LIMITED, taking effect from September 1st, 1888, from which date their responsibility in the said Business ceased.

ALL ACCOUNTS are requested to be sent in for collection by the 1st of October next.

And ALL ACCOUNTS due must be paid by the above-named date.

In retiring from Business, ROSE & Co. beg to thank their many friends for the valued support hitherto accorded, and trust a continuance of the same will be extended to their Successors.

ROSE & CO.

Hongkong, 12th September 1888. 895

REFERRING to the above, the HALL & HOLTZ CO-OPERATIVE COMPANY, LIMITED, beg to announce the purchase, on Sept. 1st, 1888, of the old established BUSINESS, STOCK-IN-TRADE, GOODWILL, etc., of Messrs. ROSE & Co., and they trust by assiduous care and attention to this new branch of their business to merit a share of public patronage.

THE STORE will be RE OPENED in a few days, when due notice will be given. The whole STOCK is being re-marked and arranged for a great CHEAP SALE, full particulars of which will be duly announced.

WE have this day REMOVED our Office from the premises of Messrs. LANE, CRAWFORD & Co., to Nos. 37 and 39, Queen's Road.

THE HALL & HOLTZ CO., LD.

MR. ALFRED EDWIN SKEELS has this day been appointed Manager of the HALL AND HOLTZ COMPANY'S Business at this Port.

By Order of the Board,

W. W. CLIFFORD,
Managing Director.

Hongkong, 12th September, 1888. [896

LANE, CRAWFORD & CO.

HAVE RECEIVED NEW STOCKS OF

CRICKETING GOODS:—
BATS, BALLS, STUMPS, LEG-GUARDS, &c.
CAPS, FLANNEL SHIRTS, SHOES, and SCORING BOOKS.

TENNIS GOODS:—
BATS and BALLS from Various Makers.
NETS, POLES, COURT MARKERS, &c.
TENNIS SHOES.
BATS RE-STRUNG.
LAWN MOWERS.
BILLIARD TABLES, CUES, BALLS, RESTS, &c.

LANE, CRAWFORD & Co.

Hongkong, 7th September, 1888. [29

ROBERT LANG & CO.,

TAILORS, HATTERS, SHIRTMAKERS, AND GENERAL OUTFITTERS.

N E W G O O D S.

TALL SILK HATS.
" Drab Felt Hats.
Black, Brown Drab and Grey Hard Felt Hats.
Tenai and other Soft Felts.
Tweed Hats and Caps in New Shapes.
Straw Hats and Pith Hats.
Silk Umbrellas from $5 each, over 100 to choose from.
A large assortment of Walking Sticks.
Waterproof Coats, Leggings & Chair Aprons.
Travelling Rugs and Scotch Mauds.
Over Coatings, Light & Heavy.
Ulster Tweeds.
Fine Black Diagonal & Corkscrew for Dress Suits.
Black, Blue and Brown Fancy and Diagonal Coatings.
Fancy & Check Tweed Suitings.
Trouserings in great variety of Stripes, Checks and Plain.
Cricketing Flannel, Stripes, Checks and Plain.
White and Fancy Vestings.
French Printed Shirtings.
Unshrinkable Flannel.
Ready Made Ulsters in Stock.
Solid Leather Portmanteaus.
Overland Trunks, Gladstone Bags, and a variety of Travelling Cases, all sizes.
Winter, Medium and Summer Under Vests and Pants.
Silk Half-Hose, Black, Navy and Colors.
Lamb's Wool Merino and Lisle Thread Half-Hose.
White Dress Shirts.
Lacing & Elastic-side Walking Boots and Shoes.
Shooting Boots, Rubber Boots.
Patent Leather Boots & Shoes.
Dancing Pumps, all sizes.
Large Stock of Scarfs, Ties, Handkerchiefs, Braces, &c.

ROBT. LANG & CO.

Hongkong, 22nd February, 1888 [91

KELLY & WALSH, LD.

STANDARD AND USEFUL BOOKS AT 50 CENTS EACH.

BOOK of Ready-made Speeches.
Modern Etiquette in Public and Private.
Modern Hoyle, or how to play Whist, Poker, Euchre, Nap, Chess, Draughts, &c.
The Best of Everything, by Author of Enquire Within.
Art of Ventriloquism.
Familiar Latin Quotations and Proverbs.
Do. French do. do.
Do. English do. do.
Warne's Model Cookery.
Rejected Addresses, by Horace & James Smith.
Dr. Johnson's History of Rasselas.
The Shilling Peerage, 1888.
Do. Baronetage, 1888.
Secretary's Assistant & Correspondent's Guide.
Tourist's French Pronouncing Hand-Book.
Dictionary of Blunders.
Plutarch's Lives for Every Day Readers.
Hand Book of Synonyms.
Seeley's Our Colonial Expansion.
Hepworth's Photography for Amateurs.
Etiquette for Ladies and Gentlemen.
Geikie's Physical Geography.
Roses for Amateurs—A Practical Guide.
Pictures at Play, illust. by Harry Furniss.
England as she seems, by An Arab Sheik.
Mystery of a Handsome Cub.
Bulwer Lytton's Dramatic Works.
Lord Beaconsfield's Novels.
Whyte Melville's Novels.
Companion Letter Writer.

ART HAND BOOKS AT 40 CENTS EACH.

Art of Marine Painting in Oil Colours.
Hand Book on Preservation of Pictures.
Comparative Anatomy as applied to the purpose of the Artist. Art of Wood Engraving.
Half Hour Lectures in Drawing and Painting.
Art of Sketching from Nature.
Art of Landscape Painting in Water Colours.
System of Water Colour Painting.
Art of Marine Painting in Water Colours.
Hints on Sketching in Water Colour from Nature.
Art of Landscape Painting in Oil.
Elements of Perspective.
Artistic Anatomy of Cattle and Sheep.
Art of Painting & Drawing in Coloured Crayons.
Principles of Colouring in Painting.
Art of Painting on China.
Principles of Form in Ornamental Art.
Art of Transparent Painting on Glass.
Manual of Illumination.
Drawing Models and their Uses.

W. POWELL & CO.

HAVE LANDED,

EX S.S. "DARDANUS."

AN entirely new stock of Stoves and Spartan Cooking Ranges.
Best quality Study, Library, and Bracket Lamps; Wicks, Chimneys, Globes, Tripods, &c.
Stop Cocks, Beer Cocks, Wine Cocks, Corkscrews, Champigne Taps, &c., &c.
Frying Pans, Waffle Irons, and Kitchen requisites.

W. POWELL & CO.

VICTORIA EXCHANGE,
Hongkong, 8th September, 1888. [6

Masonic.

PERSEVERANCE LODGE OF HONGKONG, No. 1165.

A REGULAR MEETING of the above LODGE will be held in FREEMASONS' HALL, Zetland Street, on SATURDAY, the 15th instant, at 8.30 for 9 P.M. precisely.

Hongkong, 7th September, 1888. [883

Shipping.

STEAMERS.

STEAM TO STRAITS COLOMBO, AND BOMBAY.

THE P. & O. S.-N. Co.'s Steamship

"TEHERAN"

will leave for the above places on SATURDAY, the 15th instant, at NOON.

E. L. WOODIN,
Superintendent.

Hongkong, 8th September, 1888. [88

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY, MELBOURNE AND ADELAIDE.
(Calling at PORT DARWIN and QUEENSLAND PORTS, and taking through Cargo to NEW ZEALAND, TASMANIA, &c.)

THE Steamship

"GUTHRIE,"

Captain Craig, will be despatched for the above Ports, on SATURDAY, the 22nd instant.

For Freight or Passage, apply to

RUSSELL & Co.,
Agents.

Hongkong, 10th September, 1888. [890

STEAM TO YOKOHAMA, VIA NAGASAKI AND KOBE.
(PASSING THROUGH THE INLAND SEA.)

THE P. & O. S. N. Co.'s Steamship

"MAEWA"

will leave for the above places on or about the 26th September.

E. L. WOODIN,
Superintendent.

Hongkong, 6th September, 1888. [3

STEAM TO SHANGHAI.

THE P. & O. S. N. Co.'s Steamship

"VERONA"

will leave for the above place about 24 hours after her arrival with the outward English Mail.

E. L. WOODIN,
Superintendent.

Hongkong, 6th September, 1888. [3

SAILING VESSELS.

FOR NEW YORK.

THE 3/3 L. I. I. American Bark

"EMMA T. CROWELL,"

Pendleton, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to

RUSSELL & Co.,

Hongkong, 10th September, 1888. [889

FOR NEW YORK.

THE 3/3 L. I. I. American Ship

"MARY L. STONE,"

Josselyn, Master, shortly expected, will load here for the above Port, and will have a quick despatch.

For Freight, apply to

PUSTAU & Co.

Hongkong, 20th August, 1888. [812

FOR NEW YORK.

THE 3/3 L. I. I. American Ship

"W. H. CONNER,"

Butman, Master, shortly expected, will load here for the above Port, and will have a quick despatch.

For Freight, apply to

PUSTAU & Co.

Hongkong, 1st August, 1888. [755

Mails.

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE;
VIA
THE OVERLAND RAILWAYS,
AND
ATLANTIC AND OTHER CONNECTING STEAMERS.

THE Steamship

"ARABIC"

will be despatched for San Francisco, *viâ* Yokohama, on THURSDAY, the 27th instant, at THREE P.M.

Connection will be made at Yokohama with Steamers from Shanghai and Japan Ports.

All PARCEL PACKAGES should be marked to address in full; and the same will be received at the Company's Office until FIVE P.M. the day previous to sailing.

First-class Fares granted as follows:—
To San Francisco.....$200.00
To San Francisco and return, available for 6 months..... 350.00
To Liverpool..... 325.00
To London..... 330.00

To other European Points at proportionate rates. Special reduced rates granted to Officers of the Army, Navy, Civil Service and the Imperial Chinese Customs, to be obtained on application.

Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (or *vice versa*) within one year will be allowed a discount of 10 per cent. *This allowance does not apply to through fares from China and Japan to Europe.*

Consular Invoices to accompany Cargo destined to Points beyond San Francisco, in the United States, should be sent to the Company's Offices, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 50A, Queen's Road Central.

C. D. HARMAN,
Agent.

Hongkong, 8th September, 1888. [3

Mails.

U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.

THROUGH TO NEW YORK, VIA OVERLAND RAILWAYS, AND TOUCHING AT YOKOHAMA, AND SAN FRANCISCO.

THE U. S. Mail Steamship

"CITY OF PEKING"

will be despatched for San Francisco, *viâ* Yokohama, on TUESDAY, the 18th September, at THREE P.M., taking Passengers and Freight for Japan, the United States, and Europe.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, and Atlantic and Inland Cities of the United States, viâ Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers.

First-class Fares granted as follows:—
To San Francisco.....$200.00
To San Francisco and return, available for 6 months..... 350.00
To Liverpool..... 325.00
To London..... 330.00

To other European Points at proportionate rates. Special reduced rates granted to Officers of the Army, Navy, Civil Service, and the Imperial Chinese Customs, to be obtained on application.

Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (or *vice versa*) within one year will be allowed a discount of 10 per cent. *This allowance does not apply to through fares from China and Japan to Europe.*

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to Points beyond San Francisco, in the United States, should be sent to the Company's Offices in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 50A, Queen's Road Central.

C. D. HARMAN,
Agent.

Hongkong, 29th August 1888 [1

CANADIAN PACIFIC STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, CANADA, THE UNITED STATES AND EUROPE,
VIA
THE CANADIAN PACIFIC RAILWAY
AND OTHER CONNECTING
RAILWAY LINES & STEAMERS.

THE British Steamship

"ABERDEEN,"

3,616 Tons Register, Taylor, Commander, will be despatched for VANCOUVER, B.C. and SAN FRANCISCO, *via* KOBE and YOKOHAMA, on THURSDAY, the 27th September, at THREE P.M.

To be followed by the S.S. "ABYSSINIA" on the 6th October.

Connection will be made at Yokohama with Steamers from Shanghai and Japan Ports, and at Vancouver with Pacific Coast Points by the regular Steamers of the Pacific Coast Steamship Company and other Steamers.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers.

First-class Fares granted as follows:—
To Vancouver and Victoria...(Mex.)$160.00
To San Francisco..... 175.00
To all Common Points in Canada and the United States..... 230.00
To Liverpool..... 300.00
To London..... 305.00

To other European Points at proportionate rates. Special reduced rates granted to Officers of the Army, Navy, Civil Service, and the Imperial Chinese and Japanese Customs, to be obtained on application.

Consular Invoices to accompany Cargo destined to Points in the United States, should be sent to the Company's Offices, addressed to Mr. D. E. BROWN, District Freight Agent, Vancouver, B.C.

Freight will be received on board until 4 P.M. on the 26th September.

All Parcels must be sent to our Office and should be marked to address in full; and the same will be received by us until 5 P.M. the day previous to sailing.

For information as to Passage or Freight, apply to

ADAMSON, BELL & Co.,
Agents.

Hongkong, 8th September, 1888 [36

NORDDEUTSCHER LLOYD.

NOTICE.

STEAM FOR SINGAPORE, COLOMBO, ADEN, SUEZ, PORT SAID, BRINDISI, GENOA, ANTWERP, BREMEN & HAMBURG, PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS;
ALSO,
LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

THE COMPANY'S STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

N.B.—*Cargo can be taken on through Bills of Lading for the principal places in* RUSSIA.

ON THURSDAY, the 27th day of September, 1888, at 10 A.M., the Company's Steamship BRAUNSCHWEIG," Captain H. Bödeker, with MAILS, PASSENGERS, SPECIE and CARGO, will leave this Port as above, Calling at GENOA.

Shipping Orders will be granted till Noon. Cargo and Specie will be received on board until 4 p.m., and Parcels until 3 p.m., on the 26th September, 1888. (Parcels are not to be sent on board; they must be left at the AGENT'S Office.) Contents and Value of Packages are required.

The Steamer has splendid accommodation and carries a Doctor and Stewardess.

For further Particulars, apply to

MELCHERS & Co.,
Agents.

Hongkong, 1st September, 1888. [4

Intimations.

A. S. WATSON & CO., LTD.

OUR NEW SEASON'S

FLOWER AND VEGETABLE SEEDS

ARE NOW READY.

Flower	Parcels of 50 Packets,	price,	$10.00
"	" of 20 "	"	5.00
Vegetable	" of 45 "	"	7.53

Single Packets at list prices.

SPECIAL FLORIST'S SEEDS.

In Packets of six or more named varieties, viz:—

CLOVE PINKS—PANSIES—PHLOX—HOLLYHOCKS—PORTULACA, VERBENA and PETUNIA.

MIGNONETTE MACHEL (The New Variety).

Price Catalogue on application.

THE HONGKONG DISPENSARY,

Hongkong, 31st August 1888. [5

Hongkong Telegraph

No. 6. THURSDAY, SEPTEMBER 13, 1888.

LOCAL AND GENERAL.

A REGULAR meeting of St. John Lodge, No. 618 S.C., will be held in Freemasons' Hall, Wyndham Street, this evening, at 8.30 for 9 o'clock precisely. Visiting brethren are cordially invited.

FOR about an hour yesterday the visitors to our principal hotel might have been seen, on arriving at the end of the entrance hall, to port their helm very rapidly and hug the wall closely as they passed on. The broker crowd hardly ventured in at all. It was only a gigantic St. Bernard which lay across the corridor.

Only a dog, and muzzled at that,
Only a dog, but he blinked as he sat
On the tiled floor, as though he would say
"Now then, I draw the line at brokers; houtside,
or I'll 'ave yer.

THE Ocean Co.'s steamer *Memnon* takes with her to Sandakan, in addition to Mr. E. E. Abrahamson, managing director of the East Borneo Planting Co, Mr. A. H. Mitchelson, who has been engaged as manager of the pepper department. Mr. Mitchelson is the proprietor of a pepper estate in Johore, which he states paid the entire cost of outlay in the fourth year, and he is most hopeful of equally satisfactory results in British North Borneo. Mr. J. M. Dumas, an old and experienced tobacco planter, is also very sanguine that the new company has a bright future before it.

THE easterly wind which has blown through the harbour during the last six days with a force just strong enough to keep the bunting on the stretch makes it pretty evident that the south-west monsoon of 1888 is a phenomenon belonging to past meteorological history. To-day the wind is due N.E. and the temperature, though registered at 83 at 10 a.m., is cool and pleasant. The humidity of the atmosphere is also falling and although we had a few very warm days in the early part of the summer the season cannot be said to have been, on the whole, excessively hot. With the termination of the south-west wind ends the trying heat of the summer of the year.

ON the responsibility of the London *Times* the world is informed that H.M.S. *Archer* is a total failure as a fast cruiser, and doubtless "the thunderer" is correct, as it invariably has a competent naval critic on its very large staff of contributors and correspondents. As the *Archer* was built by the same builders (Thompson of Clyde Bank) and at the same time as her sister ship the *Porpoise*, this information is not calculated to make British residents in China very hopeful of what the latter vessel may some day accomplish as a torpedo-catcher. The two ships are twins in every respect, are very much alike and were intended to have the same power, but in their official trials the *Archer* did 17.8 knots an hour and the *Porpoise* only 17.0. Like the *Porpoise*, the ship which the London paper condemns as useless cost the country exactly £87,581. This is just about double what a first-class merchant steamer of the same power, speed and tonnage would cost her owners. The above figures for the *Archer* do not include her guns, but only their mountings.

TO DAY at the Police Court, before Mr. Sercombe Smith, Mr. Arthur R. Agassey charged a sampan man with disorderly conduct and assaulting him this morning on landing from the steamer *Fushun* in which he had come as a passenger. Plaintiff said he was employed in the Chinese Imperial Customs and engaged defendant's boat to take him from the *Fushun* to the *Hankow* bound for Canton. The boat was engaged for fifty cents, but after getting his luggage into the *Hankow* complainant found he had forgotten a small parcel. The boat took him back to the *Fushun*, where he stayed about one minute, and then returned to the shore for which additional service he offered 10 cents extra which was indignantly refused, the defendant wanting nothing less than 20 cents. The accused then seized complainant by the arm, asking him in pretty strong language to pay more money. Witness took him further along and then gave him in charge to the police. Defendant denied the assault, said his boat was engaged for an hour and a half, and that his right fare was 20 cents per hour. He was fined $10 or in default three weeks imprisonment. Another boatman was also fined $10 by the same magistrate for boarding the Indo-China Co.'s steamer *Taisang*, Captain Jackson, on the afternoon of the 12th instant while the vessel was underway and without the consent of the master.

A LADY who advertised for a girl "to do light housework" received a letter from an applicant who said her health demanded sea air, and asked where the light-house was situated.

MESSRS. Butterfield & Swire inform us that the Ocean Steamship Co.'s steamer *Menelaus*, from Liverpool, left Singapore for this port yesterday afternoon, and is due on the 18th inst.

LIVERPOOL is preparing to put Hongkong in the shade by supplying herself with pure drinking water from the River Verniew, a tributary of the Severn. In the valley of the Verniew an immense embankment is being constructed, three miles in extent, together with reservoirs and aqueducts which are to cost £1,400,000 in hard cash. The aqueduct will not, however, be like our Tytam structure, which forms the romantic Bowen Road, but will be mainly composed of iron piping whose cost alone will be £450,000. The Welsh landowners of the Severn valley are raising an objection to the extensiveness of the undertaking on the supposition that during a dry season they will be left destitute of the means of a morning wash. The iron piping of the conduit will weigh about 250,000 tons.

FANTAN and other gamblers still continue to pay very unhandsome dividends. Four of these very much unshaved but decidedly harmless law-breakers were arraigned this morning at the Police Court before Mr. Sercombe Smith, for the offence of public gambling at No. 292 Queen's Road West, where they were caught together with twenty others not in custody, on the evening of the 12th inst. Police Sergeant Thomas Duncan deposed to finding the accused busy at the game, and to arresting them stowed away in pans in the cook-house; the other men succeeded in making their escape. Two informers spoke to gambling in the same house on the night of the 4th inst., and saw the first and second defendants watching at the door and counting the beads. The first defendant said he was taking a letter to a friend when the police ran him in; the second that he went to get some men to discharge cargo; the third that he was calling on a friend, and the fourth that he was discussing the social question with a democrat when he was suddenly arrested. The second defendant not having $25 handy went away to practise on the ever-willing crank handle for a month, but the others got off at the rate of fifty cents apiece. The two informers were to have had a reward of $5 each if all fines had been forthcoming.

THERE have been many disputes about the speed of carrier pigeons and the means whereby they endeavour to find a way back to their old homes after being conveyed long distances in directions to which the birds are entire strangers. The instinct by which the bird is guided, like most other instincts, has never been satisfactorily explained. Dr. Frank Buckland thought the reasons never would be understood, and that for long distances the carrier was incapable of doing more than fifty miles an hour. As an example of Buckland's correctness we turn with satisfaction to an account sent us by a correspondent in Whitby, who says a homing pigeon was sent from that town to the Station Master at Sandy in Bedfordshire, on Wednesday 18th July, and was released at the latter place at 8.44 the following morning. The bird arrived home the same day at 1.30 p.m. having flown a distance of about 200 miles in, say, four and three quarter hours. On the following Tuesday the same bird was let off at Hitchin at 9.25 in the morning and arrived home in perfect condition at 1.30 p.m. the same day; distance 208 miles; time, 4 hours 5 minutes. This is well on to 51 miles an hour, although an anonymous American writer on universal knowledge credits the carrier pigeon with a speed of sixty miles an hour. As the first flight was but 42 miles an hour, and as the pigeon was a perfectly healthy and strong bird it is reasonable to suppose that the wind greatly affects the speed.

THE addresses which were lately signed by a great number of the Portuguese community of Hongkong to Senhor Amaral, the unsuccessful candidate at the last election in Macao, and to the members of the dissolved Loyal Senate of the colony respectively, are still being acrimoniously handled by that bright specimen of hydrophobic journalism—the Macao *Independente*. Both addresses are now said to have been concocted in Hongkong by a couple of individuals who were seeking notoriety; through their undue influence and exertions the documents are said to have been signed by about two hundred respectable Portuguese in this colony, and then forwarded to Macao and Lisbon. The *Independente* questions the motives which led such a vast number of men to subscribe to documents which it asserts to be ill-deserved by the respective parties to whom they were addressed; it challenges every signatory to declare whether he undersigned the address of his own free-will and knowledge, or from a desire to please the canvassers; in a word, the rabid organ of a Government gone mad over its own ineptitude revolves heaven and earth to throw ridicule and odium on those Portuguese residents of Hongkong who had courage and independence enough to make an open demonstration against the ruling powers who are working the ruin of Macao. We think the majority of intelligent Portuguese who reside in this colony ought to congratulate themselves upon the persistent onslaughts made on them by the Macao semi-official rag. Nothing else could be expected but vile abuse and insult from such a source. The Portuguese residents in this colony who have declared themselves in favour of the dissolved Municipality of Macao, should think themselves highly honoured by the insane and purposeless barking of such a mangy opposition as the *Independente*. We hope the signatories of the last address will find a fit reply to the *Independente's* vapourings and attacks, by sending round another address for signature and having it duly forwarded to the members of the Corporation which was for a second time arbitrarily dissolved by Governor Costa.

SAYS the *Straits Times*:—British North Borneo does not only seem to attract Tobacco planters but also Coffee planters are enquiring and looking out for lands. We have just heard that a wellknown and experienced West Java planter has leased 4,000 acres in the vicinity of the Benkoka river, another gentleman, who is bringing the land under cultivation, is also in search of suitable land of the same size. Also the Notary Bloch, a well known capitalist in Java, has the same object in view.

FROM a Calcutta contemporary we observe that the first number of *Hayes' Sporting News* was to be brought out in the City of Palaces to-day. This new venture will be published weekly and edited by Capt. M. H. Hayes, having special reference to horses and sport. Particular attention will be paid to race reporting and to veterinary matters, treated from a popular point of view. The opening number will contain the first of a series of articles on Capt Hayes' recent tour through the Far East, entitled "Among Ponies in China and Japan."

FOUR boatmen appeared before Mr. Sercombe Smith this morning at the Police Court the 1st, 2nd and 3rd charged with unlawfully boarding the steamer *Formosa* without the consent of the master, and the 4th defendant with unlawfully making fast his boat to the side of the steamer while she was underway in the harbour and approaching her anchorage. The Chinese police constable clearly proved his case, when the second defendant, who had once before being fined a few dollars for the same offence, was ordered to plank down twenty Mexicans. The others contributed $10 each towards the necessities of a depleted Treasury.

WITH regard to H.M.S. *Sultan* running down and sinking a French steamer in the Tagus last winter the First Lord of the Admiralty is reported as having stated that the Government had given £20,000 to the French Ambassador for the relatives of those who were killed or drowned owing to the collision with the French steamer, and also as compensation to those of the crew and passengers who lost their personal effects. As to compensation to the owners of the steamer that question had not been raised; probably because one of the same French Company's vessels ran down the British merchant steamer *Nith* while at her moorings in the Tagus on April 7th, 1884, when the owners of the *Nith* were non-suited in the French Courts owing to her Captain not having given due notice as required by French law. It was, however, outside the province of the Admiralty to make any representation to the French Government on that matter.

SUPREME COURT.

IN ORIGINAL JURISDICTION.

(*Before Mr. A. J. Leach, Acting Puisne Judge.*)

INTERPLEADER CASE.

The adjourned interpleader case, Chow Ki Shun v. Tsang Hon, was resumed this morning. It had been adjourned that an appeal might be eloquently debated by Mr. Francis Q.C. and the Attorney-General, to decide who should begin. The appeal was decided against Mr. Francis, and another $300 added to the little bill. The property in dispute consists of a partly built junk and some timber.

Mr. Francis, (instructed by Mr. Webber) stated that in May last Chow Ki Shun, his client, gave an order to Tsang Hon, a boat-builder at Sauki-wan, for a fishing junk, the price agreed upon being $1,490. Tsang Hon proceeded to build the junk, getting his timber from Chow Fan. He received $1,370, from time to time, in part payment, but in July he got into difficulties, as he owed for the wood, could not get any more, and was in difficulties with his workmen. As he could not go on he arranged with Chow Ki Shun that in consideration of being released from the contract he should hand over the junk and some timber to him. He did so, and the junk was towed into the harbour. Next day it was seized under an interim attachment obtained by Chow Fan. Chow Ki Shun now claimed the junk and timber on the ground that he had taken them over before the order was ordered, and had them actually in his possession. If Chow Fan had been smart enough to attack them before the transfer he could have held them against Chow Ki Shun, but as it was he had no hold on them.

Chow Ki Shun gave evidence as to the contract for the boat. In July, having made big payments to Choo Fun, and hearing that he was in debt, he demanded possession of it, and received it, together with the wood necessary to finish it, on the 23rd of that month. It was launched, and moored alongside his own boat. Next day a crowd came and took it away; they had it yet.

By the Attorney-General:—He took 1,400 or 1,500 pieces of wood away. The junk was a two-masted one; the reason he took fifteen masts away with him was because they were to be used as bulwarks.

Chang Chow Fan gave evidence as to the building of the junk, and its transfer when he found himself in difficulties.

Tsang Hon, the plaintiff, stated that he supplied Choo Fan with timber to the value of $751, and that about half of it was seized under the writ of attachment.

Evidence having been given that Chow Fan had offered to pay a composition of 50 per cent.

The Attorney-General, in opening his cases, submitted that whatever transfer of the junk and timber might have been made, that property, under the contract between Chow Ki Shun and Choo Fan, could not be so transferred uncompleted. It was a fraudulent, invalid transfer made for the purpose of divesting the builder of ownership and vesting it in Chow Ki Shun.

Mr. Francis argued that the transaction was honest and genuine, and that Chow Fan had undoubtedly the greated claim to preference.

Judgment was deferred.

THE DOUGLAS STEAM-SHIP COMPANY, LIMITED.

The following is the report for presentation to the shareholders at the Fifth Ordinary General Meeting to be held at the offices of the Company, on Saturday, the 22nd day of September, 1888, at noon:—

The General Managers have now to submit to the shareholders their report on the fifth year's working of the Company, ended 30th June 1888. After paying all running expenses, Premia of Insurance, remuneration to Consulting Committee and Auditor's fees, there remains a net profit of $150,591.17 and in accordance with the Articles of Association, and with the concurrence of the shareholders, it is proposed to appropriate this amount as follows:—

To place the amount of $62,628.80 to Reserve Fund, being the equivalent of 8 per cent. on the values of the Steamers (excepting the new *Hailoong*), Wharf, Moorings, &c., on the 30th June last, and to pay a Dividend of 9 per cent. on the paid-up Capital of the Company, absorbing a further sum of $84,852.00, and leaving a balance of $3,110.37 to be carried forward.

The General Managers venture to hope that the accounts now presented will be considered satisfactory in every respect; they have pleasure in stating that no losses or casualties have occurred during the period under review and that the fleet has been fully maintained in its usual state of efficiency.

The new steamer *Hailoong* arrived in Hongkong on the 10th June. Since that date she has been employed in the Tamsui trade, and has proved herself a most admirable vessel of her class; her acquisition has greatly strengthened the Company's hand in Formosa.

The sale of the old *Hailoong* was alluded to in the last Report, and the accounts shew that this has necessitated the withdrawal of $30,000.00 from Reserve. It must, however, be borne in mind that the additions to Reserve in years past for depreciation in value of this particular steamer, have in great measure accounted for this sum.

The outstanding claim against the Oriental Bank Corporation will be finally settled in February, 1889. It has been arranged that all creditors receive 98⅔ % in full, and accordingly some $10,400.00 of the amount now standing at the "Oriental Bank Corporation suspense account," will be available for transfer to the Reserve Fund.

In conclusion it may be remarked that the amounts appearing as "Freights due" and "Accounts receivable" on 30th June have all been collected since that date.

CONSULTING COMMITTEE.

Since the last meeting Messrs. F. D. Sassoon and A. P. McEwen have resigned their seats, and the Hon. Mr. Bell-Irving and Mr. J. F. Holliday have been invited to fill the vacancies thus caused. The Committee now consists of the Hon. Mr. Ryrie, the Hon. Mr. Layton, the Hon. Mr. Bell-Irving, and Mr. J. F. Holliday. In accordance with Sec: X of the Articles of Association, all these gentlemen retire, but, being eligible, offer themselves for re-election.

AUDITORS.

It is with much regret that the General Managers have to record the death of Mr. L. Hauschild, who has been associated with the Company as auditor since its formation. The present accounts have been audited by Messrs. J. H. Cox and R. Lyall, who retire, but offer themselves for re-election.

DOUGLAS LAPRAIK & Co.,
General Managers.

BALANCE SHEET FOR THE YEAR ENDED 30TH JUNE, 1888.

Assets.

To Value of Co.'s Steamers:— *Haiphong, Formosa, Namoa, Thales, Fokien, Haitan* and *Hailoong*	$1,083,100.00	
" Value of Wooden Wharf	20,000.00	
" Value of Buoys and Moorings at Swatow, Amoy, Tamsui and Hongkong, and Steam-launch	13,391.30	
		$1,116,491.34
" The Hongkong and Shanghai Banking Corporation		29,610.13
" The H. & S. B. Corporation Deposit		70,000.00
" Cash Account		18,339.86
" Balance of Claim on Oriental Bank Corporation in Liquidation		7,593.48
" Freights due 30th June		83,739.60
" Sundry Accounts Receivable		24,194.11
" Value of Coals in Godown		2,234.75
" Value of 1 Capstan and 1 Shaft in hand		1,280.44
		$1,353,483.71

Liabilities.

By Proposed Capital:— 20,000 Shares at $50.00	$1,000,000.00	
1,144 Shares unallotted	57,200.00	
18,856 Shares	...	$ 942,800.00
" Underwriting Account of the Co.	...	12,173.31
" Reserve Fund 30th June, 1886	127,320.01	
" Amount written off Profit and Loss Account on 30th June, 1887	51,111.38	
	178,431.39	
" Less withdrawn re old *Hailoong* sold	30,000.00	
		148,431.39
" Sundry Accounts Payable	...	23,873.33
" Dividend 30 June, 1887 not yet claimed	...	52.50
" Acceptances renew str. *Hailoong*	...	64,339.48
" Suspense Account, Oriental Bank Corporation	...	11,222.43
" Profit and Loss Account. Balance 30th June 1887 brought forward	6,504.68	
" Balance 30th June, 1888	144,086.49	
		150,591.17
		$1,353,483.71

PROFIT AND LOSS ACCOUNT, 30TH JUNE, 1888.

To Charges Account	$ 3,749.21
" Remuneration to Consulting Committee for 12 months to date	2,000.00
" Auditors Fees	500.00
" Remuneration to General Managers for Office Expenses, &c., &c., for 12 months	10,000.00
" Balance	150,591.17
	$ 166,840.38
By Balance of Profit and Loss 30th June, 1887	$ 6,504.68
" Profit on running the Co.'s Steamers to date	150 029.53
" Profit on Coals supplied to Steamers	3,725.49
" Profit on Wharfage	1,891.75
" Profit on Hongkong Moorings, &c.	1,847.59
" Profit on Tamsui Moorings	535.50
" Profit on Exchange Account	66.44
" Bonus on Contributions from Insurance Offices and Hongkong and Whampoa Dock Company, Limited	417.20
" Interest Account	1,822.20
	$166,840.38

We have compared the above Statement with the Books and Vouchers of the Company and have found the same in accordance therewith.

JAMES H. COX } Auditors.
R. LYALL }

Hongkong, 10th September, 1888.

FIRES.

The frequent occurrence of fires last year and the re-commencement of danger with the approaching winter are facts that ought to occupy the serious attention of the Government and the Insurance Companies. Prevention of fire ought to go hand in hand with prevention of crime; prevention is always better than cure. So far, we have had only a fire cure enforced, in the shape of the Fire Enquiry Ordinance, a measure which was brought about by the frequent and repeated conflagrations which heralded the coming of the present year. Suspicions were then rife that most of the fires which occurred in November, December, and January last were the direct work of incendiaries, and the Legislative body, which counted among its members several representatives of local Insurance Companies, lost no time in framing and passing a measure which was thought to adequately answer the requirements of the case. Since then we may say that incendiarism has been stalking abroad throughout the colony with gigantic strides. Arson cases are of almost weekly occurrence at the Police Court; in fact, no fire occurs now in the colony, but its wilful originators are soon traced and indicted. Surely it is time to think of more effective measures than of that *post-mortem* examination which goes by the name of the Fire Enquiry Ordinance? We would like to have a Fire Prevention Ordinance set a-going, effectual, repressive, and coercive enough to set landlords and tenants on their guard, to keep the Police on the *qui vive*, and to frighten future would-be incendiaries out of existence. Unless such a drastic measure be employed, disastrous fires will to a certainty multiply in the colony, the Insurance Companies will continue to be sorely victimised, and crime will triumph. How to do it? how is the measure to be practically worked to effectually prevent wilful fire-raising?

We do not presume to dictate to the Government authorities, nor to the interested Insurance Companies, but may nevertheless take the liberty of making a suggestion or two which we think are practicable. In the first place we would remove as rapidly and as effectually as possible the primary cause of accidental fires in the densely crowded Chinese quarters of the town, by relieving those districts of a state of congestion which is alike a discredit and a menace to the colony. We would reasonably limit the number of tenants in every Chinese house; closely inspect their furniture and fixings; restrict the storage of combustible materials such as timber, bamboos, rattans, etc. to a certain quantity in every shop, and place such shops apart from each other; absolutely prohibit the storage of kerosine oil unless under absolute safeguards; and, were it possible, even the use of kerosine lamps in all native kitchens and in all tenements where carpenter's work, rattan chair-making and other kindred occupations are indulged in. We would cause special *depôts* to be built near the sea-side where all inflammable oils and other articles could be stored for retail and wholesale; compel every shop-owner to send in accurate returns of the inflammable articles in stock; induce them to keep water or some patent fire extinguisher, at hand; teach them the art of extinguishing incipient conflagrations; fine with a heavy hand every infringer of the imposed regulations; in a word leave no stone unturned to efficiently *prevent* fires by sweeping and drastic measures.

A somewhat novel, but what would probably prove a very effective preventative of the malady which has well-nigh become epidemic in the colony has been suggested, which is to authorise the Police to extend their nightly rounds to the tops of Chinese houses in certain congested quarters of the town. In the mixed quarters where Europeans live in close contact with Chinese, the European tenants might be empowered to daily inspect the native habitations and report as to their condition to the Fire Inspector. This scheme is clearly impracticable. A thoroughly experienced and qualified Fire Master should be appointed and entrusted with far more discretionary powers than the present Superintendent of the Brigade actually possesses. He should be allowed a wide margin in the matter of funds to work his department up to the required standard of efficiency.

Then as to our Fire engines. The present system is evidently deficient. There should be Fire engines placed in every parallel of the city; fire zones might be formed with their permanent Fire engines and staff which, on a given alarm, would be able to approach the scene of conflagration without delay and start pumping water either from the sea or from the hydrants. The floating engine should be alongside the Praya and not at Kowloon where she generally is; two or three additional floating engines should be constructed, more men enrolled in the Fire Brigades, and more money spent on such an indispensable branch of the public safety. And then, when a fire has occurred, and houses have been consumed and property destroyed, let the members constituting the Board of Enquiry buckle on their armour and attack the subject before them with a determined intention of running down their enemy; let the Penal laws be applied on fire-raisers with an unsparing hand, so that really deterrent punishments may in their turn help in preventing what has become a public nuisance of a most serious character.

CORRESPONDENCE.

[We do not necessarily endorse the opinions expressed by Correspondents in this column.]

THE LOSS OF THE "LEESANG."

TO THE EDITOR OF THE "HONGKONG TELEGRAPH."

SIR,—One of the most amusing things I have heard for some time past emanated from the Admiralty Court at Her Brittannic Majesty's Consulate, Shanghai, in the Finding and Order of that court after the enquiry into the stranding and loss of the Indo-China Co.'s steamer *Laesang*.

A clause in the Finding and Order, as taken from a Shanghai daily paper, runs thus:

"*That Charles Kilgour, 2nd officer, holding a certificate as master, No. 114 Victoria, and who was on watch from 8 to 12 p.m. on the night of the casualty, was guilty of a wrongful default and is deserving of censure in not having ascertained the position of the ship on taking charge of the deck and in not having advised the captain to haul out to the westward, knowing that the weather was thick and rainy.*"

You may not thoroughly appreciate the ludicrous part of this finding, Sir, but, to every sailor it is apparent at a glance. [We do, most thoroughly.—Editor.]

Ha! Ha! ha! ha! imagine the second mate of any ship—even supposing that he had been a "Kapting" longer than Methusaleh was years old and had had more experience in looking for land or finding a ship's position than "Kapting" Noah———, tendering, daring even to contemplate tendering advice gratis and unasked for to his superior! If you can, your imagination must be pretty lively.

Ha! ha! ha! it really is most amusing. I wonder if the Court laughed as it censured the delinquent? Well, if it didn't, I'm sure the delinquent did.

In the first place, there are hundreds of ships afloat, in which the captain is the only one who sees the chart.

There are hundreds in which the captain and navigating officer only consult the chart.

There are hundreds of skippers who look at you coldly and very insincerely (supposing a chart to be placed where you can see it) if you dare to rule off their course thereon, after they have set them, and many who would tell you to mind your own business if they caught you at it; and many more who consider that a junior officer has no right to know anything about the ship's position except what he can gather from finding an approximate distance by bearings. I am not sure, however, that a chart was visible in this particular instance for any purpose that might be required of it.

As for the second mate, no matter who he may be, daring even to hint at danger; why, it is simply and utterly without the bounds of reason to suppose it for one moment; why, it means being told "to mind your *blanky* business"—to be asked "what the blanky blank you know about it"—to be called, "a cheeky son of a blank,"—to be asked satirically "if you're skipper?"—to be threatened with discharge, and to be subsequently warned by the owners that "they don't want you to interfere with the Captain, it being quite unnecessary, as they don't want two commanders in one ship."

Ha! ha! ha! (I really can't help laughing), but I should like to see myself offering a suggestion, even with the "umbleness" of Uriah Heap, though the ship went to Davy Jones in the next instant. No! no, that's all played out. "Kaptings" are peculiar things; they always know and are always right; their officers never.

I have offered advice once or twice and reaped my reward, and I could also quote many instances where others have done it with the same result; but I sincerely hope, Sir, that they have already enjoyed or will enjoy the joke, as much as my sailor friends and I, because it really is amusing.

Ha! ha! ha! ha. We'll advise the "Kapting" next time we have an opportunity, and report on his appropriation of it. I am sure he will like it, and I think I could bet pretty safely on the result; but never mind, we'll try it all the same, as the Shanghai representatives of the Court of Admiralty expect it.

Thanking you in anticipation for inserting this poor attempt at a joke,

I remain, Sir,
Yours faithfully,
FIFTY DOLLARS.

Hongkong, 13th September, 1888.

FOOCHOW CHAMBER OF COMMERCE

(FROM A CORRESPONDENT.)

A special general meeting of the Foochow Chamber of Commerce was called for 6 p.m. on the 5th inst., in accordance with a requisition signed by seven members. The business announced was—

"To discuss certain circulars that have appeared in the *Grocers' Gazette* and elsewhere, which, by their inaccuracies, have greatly prejudiced the tea trade of this port."

The leading spirits of this movement were Messrs. Pollard, Rogers, Hunter, Silverlock, and Siemssen. Two other members signed the requisition for a special meeting.

There was a full attendance of members, and Mr. John Odell occupied the chair.

Mr. Rogers, in addressing the meeting, expressed the hope that all personalities would be avoided during the discussion, and after a few remarks in which he gracefully acknowledged that their firm (Messrs. England & Co.) was responsible for the only mistake in the circular, moved that steps be taken to counteract the letter in question. It was not quite plainly stated whether a telegram was to be sent to the *Grocers' Gazette* or the grocers themselves.

Mr. Hunter also hoped that the discussion would have nothing personal about it, and then proceeded to maunder in a most personal way until pulled up sharply by the Chairman for getting out of the course.

Mr. Silverlock followed by reading extracts from letters of the "Four principal merchants in London." One extract sounded extremely like something that appeared in a tea broker's circular.

Mr. Chambers moved as an amendment—"That this meeting be immediately dissolved, the subject under discussion not being within the province of the Chamber of Commerce."

Mr. Cocker in seconding the amendment remarked that the letter in the *Grocers' Gazette* had really nothing to do with the results of the teas. The teas were originally bad, had got considerably worse, and too high prices had been paid for them. If a dealer could sell tea at a profit, he bought it, and if he couldn't, he let the holder keep it.

Upon the amendment being put to the meeting only six members opposed, and it was therefore carried.

With a vote of thanks to the Chairman the most absurd meeting ever held in Foochow was dissolved.

THE SWINDLER RUSSELL.

TRIAL AND SENTENCE.

At the Calcutta Sessions on the 24th August Mr. C. W. Warner, *alias* Russell, was put upon his trial. The *Englishman* reports the two days' hearing as follows:—

DEFRAUDING SINGER'S SEWING MACHINE CO.

EMPRESS *vs.* CHARLES EDWARD WARNER.—Prisoner pleaded not guilty to an indictment charging him (1) with having on the 17th October, 1886, being then employed as a servant by the Singer Sewing Machine Company, and having been entrusted with the sum of Rs. 4,494-13-1, committed criminal breach of trust in respect of that sum, (2) that being between the 18th and 21st October 1886, entrusted with the sum of Rs. 229-12-1, committed criminal breach of trust in respect of a portion thereof, Rs. 155-10-6. A third count of the indictment charged him with breach of trust in respect of Rs. 10. The facts on which the prosecution was based have been already fully reported and may be briefly stated as follows:—Prisoner was the Manager of the Singer Sewing Machine Co.'s branch in Dalhousie Square in October, 1886. On the 18th of that month he made a report to the police that the shop had been broken into the previous night and an iron safe in it opened and a sum of between four and five thousand rupees abstracted from it, together with a gold watch and chain and some jewellery, which he alleged belonged to him. The Police took up the case and on searching the place found an iron key lying near the safe which on being inserted into the lock of the safe locked it but would not open it. Three of the shop servants were taken into custody on suspicion, but released shortly after for want of proof. Prisoner, it was alleged, also telegraphed to the manager of the head branch of the Company in Bombay informing him of the occurrence. On the 22nd Mr. Patell, the Manager of the Bombay branch arrived in Calcutta, and on the morning of that day the prisoner was not to be found. He [illegible]

him a letter addressed to his Assistant under him—a Mr. Rodrigues, to the effect that he had to go into the country for a few days and asking him to see to the safety of everything in the shop and safe. On the same day, another letter was written to Patell in which he stated that he had to go away and that if proceedings were taken against him it would lead to the ruin of many families, and that the accounts would be found perfectly correct. During this time an examination of the books found disclosed several sums received and unaccounted for. Between the 18th and 22nd the book showed that he had in his hands a sum of Rs. 229.12, and of that sum only Rs. 74 was found in the safe. Proceedings were then instituted against him in the Police Court. In May this year the prisoner was found in Hongkong, answering to the name of Russell, and in pursuance of steps which were taken he was brought down to Calcutta to take his trial.

Evidence in support of the above was facts partly gone into. A native subordinate from the Telegraph Department was examined in reference to copies of certain telegrams sent by the accused. Mr. Patell was next examined principally with reference to the appointment of the prisoner, the terms of his service, the remittances made by him, and the way in which the books of the firm were kept. Mr. Rodrigues, the junior Assistant in the firm, was also examined. He spoke to the manner in which the accounts were kept, the receipt of various sums from different parties, some of which formed the subject matter of the charges, and other details.

Prisoner is conducting his own defence and subjects the witnesses to a sharp cross-examination. The trial is still pending and is likely to occupy the whole of to-morrow.

The trial of Charles W. Warner was brought to a close yesterday. The jury found him guilty on the two first charges, and his Lordship sentenced him to four years' rigorous imprisonment.

It may be interesting to many to know that the arrest of Warner was effected in a somewhat unexpected manner. Inspector Peterson, of the Calcutta Police, took leave on February last and left India on a tour. While on a visit to Hong-Kong, he lodged at the Hong Kong Hotel, and there thought he recognized Warner, who at the time was the second manager of the hotel and passing under the name of Russell. He did not wish to alarm the man, but made some private enquiries which led him to believe that Warner and Russell were the same person. On arrival at Calcutta Mr. Peterson informed his Superintendent, Mr. Lamb, of what he had seen of Warner, and this man being then very urgently "wanted" the Hongkong Police were quietly asked to keep a watch on him and his movements, and Inspector Jacob, of the local force, was sent, armed with a warrant for his arrest, to Hongkong. Warner *alias* Russell was found occupying his old post, and was at once arrested, and brought to Calcutta.

THE BONUS SYSTEM.

In our article on the meeting of the Yangtsze Marine Insurance Company, we touched incidentally on the bonus system. In dealing now more directly with that system it may be well, in the first place, to answer a question frequently asked by persons who have only a surface knowledge of the China system. "How is it," they ask, "that the absurd practice should ever have obtained of charging a certain rate of premium, and subsequently returning to the insurer a fourth or a fifth part of it?" As each of the China Companies has only an exceedingly small paid-up capital, and, with an exception or so, practically no reserve, rates have been adjusted to cover, as it were, these two important deficiencies. In successful years this form of working shows striking results; the ordinary profits on the business afford a handsome return on the small paid-up capital, and the "extra" portion of the premium-rate remains in hand for return to the insurers in the shape of a bonus. The principle is illustrated by the case of a man who takes with him upon a journey more money than will suffice, and placing the balance in his cash-box on his return; his assumption is that he must not run the risk of being caught short in a strange place, where he would be without resources. That is really the sort of confession the China Companies make—"our resources are not such as to warrant us in accepting these risks at out and out rates; we will charge you so much, and make you a return if all goes well." The reasoning is perfectly rotten; go behind it, and you miss "the one thing needful" in insurance—confidence, founded upon resources in capital and reserves. It must be admitted that the China system flourishes when the sun shines; but the sun does not always shine in marine insurance. At the present moment, indeed, it is hidden behind a cloud, and it is possible that that cloud may grow yet bigger and blacker. Bonuses are becoming fewer and smaller, and the question arises, "What will happen if the China Offices are driven not upon their reserve, for they have none, but upon their shareholders?"

Who are the shareholders in these Companies? We have before us lists of the proprietaries of some of the China Companies, and the names are the queerest in all Christendom—or, rather, heathendom. It is said there is not much in a name; it is a disquieting thought, however, that with regard to the persons referred to, there may be much more in their names than in their pockets. To fall back for funds upon a string of one-share Chinamen would be something like calling upon a regiment of Highlandmen for their breeks. To find a name like Fung Chung Yung Bung, of *Hungkung*, 1 share, repeated ever so many times, is to be reminded of the Smith family—with this difference, that one Smith may be distinguished from another Smith, if not by his name, then by his local habitation, or street, whereas the only address of the Fung Bung's is his town. But let it be granted for the sake of argument that you identify the various Fung Bungs; does that really forward matters? What you want is to obtain their money; how is that to be accomplished if they have none? Even when he has money, a Chinaman is notoriously averse to handing it over; he certainly cannot be more ready to "part" when he has nothing to part with. A startling feature of the list of shareholders in some of the China Companies remains to be noticed. In the middle of a long page of the very funniest names in all China you observe the name, say, of John Doe, 301, Leadenhall-street London, 1 share. Who is Mr. John Doe, and why is he found in the ranks of the pigtailed Ding Dongs? Mr. Doe is a London marine insurance broker, and he has a large log to roll. As a shareholder in the Company he is entitled to the bonuses on his premium accounts with the Company. True, he insured other people's goods and other people's steamers, and the bonuses should go to his clients; but as his clients are in the dark about these "returns of premium," they go no further than Mr. Doe's own pocket, and for this reason he naturally prefers placing his orders with China Companies than with Lloyd's and the English Companies. Thus the bonus system, which arises out of the weakness of the China Offices, does those offices the useful service of attracting and blinding the merchants who insure direct with them, and luring and demoralising the brokers, who are entrusted with the placing of other people's business.

This system, founded in financial weakness, and built up by bonus-bribes to merchants, to the representatives of merchants, and to insurance brokers, has called forth the bitter hostility of British Companies and underwriters. It is a case of the legitimate oak objecting to be ousted by the vigorous mushroom. It has been found necessary to enter upon a war of rates against the China bonus Offices. Having scarcely any paid-up capital or reserves, the China Companies will be driven back upon their shareholders, and as John Chinaman will put his hand anywhere but into his pocket, that is likely to prove the end of the China Offices. English underwriters have put their hands to this work; they must either conquer their foe, or that foe will prevail over them. The two systems cannot exist except in antagonism. The one system is based on bounties; and the other offers the legitimate bounty of capital and reserves—in other words, security. It is of course open to the China Companies to terminate the struggle by discarding their wretched fad. If they should be so prudent as to take that course they would save themselves from the awkward predicament of having to make calls upon their Chang Fungs; once the course of strife is removed, rates and risks will come into more tolerable relations than those which exist between them at present. It is becoming clearer every day that the cutting of rates consequent upon the antagonism between the two systems cannot continue much longer without disastrous results transpiring somewhere; and as English Companies have good paid-up capitals and are backed by heavy reserves, they are not likely to be the first to come to grief.—*Fairplay.*

BRITAIN'S ABILITY TO PROTECT.

The *Age*, the other day, characterised the present relations existing between Great Britain and the colonies as "a condition of affairs which combines the fullest powers of local self-government with the sense of dignity and security inspired by the connection with a mighty empire." This sounds martial, though the clarion be somewhat cracked, and a wheeze of anxiety is heard through the defiance of the warlike blast. There is on every hand such appalling proof of England's decadence that any connection subsisting between her and Australia can to the latter hardly be productive of a sense either of "dignity" or "security." The warning words of the philosopher, the elaborate proof of the scientist, the foresight of the statesman, the bitter taunts of foreign powers, the squabbles between military officials and heads of departments, the utter corruption and demoralisation, obvious even at a distance of 16,000 miles, in every arm of defence; the lack of sentiment and solidarity amongst the people; the discontent of Ireland and of India, and of the working and pauper classes throughout the Empire; the correlative examples which logic quotes and applies from the history of the past to the symptoms of the present; all seem to lack cogency or import to the feeble reason of the Tory, who, with maundering speech and lacklustre eye, will thrust his head out of the ruins of the Universe, and, with his voice stifled with the *débris* of Creation, blab about the pomp and majesty and so on of the great British Empire upon which the sun never sets.

It is impossible to reason with these fond self-gratulatory fools who glide through the gates of Time into the very corridors of Eternity complacently hugging the fictions that passed current hundreds of years ago, before civilised man learned to eat with a fork. The British Empire was never in so terrible a strait as at present. Like that of Rome under the rule of Valentinian, it is threatened from every quarter. Disruption is imminent—it has, indeed, already begun. The revolt of the American colonies, and the successful efforts made by them to establish their independence by force of arms constituted the ushering in of the period of decay. Canada is held in thrall by the weakest of lies. British rule in India is menaced by Russia, and the new continent of Australia is beginning to talk of nationality, independence, and antagonistic interests. If England were to-morrow sunk beneath the waves, her fame, her greatness, and her proud traditions would live on in the children—often rudely thrust out of their parent's door—whose history begins with the descent of Hengist and Horsa on the coast of Kent. But the contention that the England of to-day, the little island away north in the German Ocean, is the England of Harry the Fifth, of Shakespeare, of Marlborough, even of Wellington and Nelson, is such a vaulting piece of assumptive folly that it hardly merits consideration. England has disseminated her vitality. She has spread her vigour over the face of the earth. You cannot eat your cake and have it too. Besides, nations, as men, cannot live on for ever. If proof were wanted, proof is forthcoming in overwhelming volume. Times of panic and threatenings of war bring forth in all their garish unpleasantness the evidences of national weakness and decay.

The colonial Press blinks the fact. It is so unpleasant to know that one's mother is getting too old to protect one from the assaults of the big boy in the next yard. But the fact must be faced. This England is now in receipt of the pity and condolence of Europe. Its own chiefs dolefully shake their heads and bewail the loss of national grandeur. Its own Press proclaims loudly, albeit sorrowfully, to a waiting and watchful world that England is *not* the England of so short a time as 50 years ago. England trembles now at the power of China; 30 years since China lay in the dust at England's feet compelled to accept any conditions her conqueror might care to impose, even to the traffic in a drug that stole away the souls of her Mongol subjects. A little farther back than 30 years from now, the power of England was potent enough to assist in bringing the Muscovite to his knee; to-day the Cossack exercises his horse and yells his strange war-cry of defiance on the very frontiers of the British Empire. And though the crass Englishman who emigrated before the "sixties" knows nothing of the march of events, or is so saturated with British bigotry as to refuse to learn, the English themselves feel acutely, and pathetically confess, their grief and troubled forebodings of the black-looming future. Within the past twenty days cablegram upon cablegram has flooded in from London. Each of these items of information is in the English tongue, sent by Englishmen in England to Englishmen in Australia, yet they breathe not a single sigh of hope, not one stout word of courage. France, Russia, Germany, Austria, Italy, even tiny Bulgaria and decrepit Turkey, bluster, storm, rave, and belch defiance and shout war! Only the commercial and second rate trading countries are silent. England alone weeps despondently and arms herself half-hearted for fray, losing a battle before it has been fought.

Nothing is more significant than the fact that England herself has pretty thoroughly made up her mind that the struggle is practically over before it has actually begun. The *Daily Telegraph* admitted the other day that the country was absolutely in a state of danger; that the British army was practically without arms; that soldiers were being supplied with the worst small-arms in the world instead of the most modern breech-loaders carried by the other troops of Europe. Along the coast the warships were without guns or ammunition, and their general equipment was both defective and deficient. A day or so later at a meeting of bankers and merchants—characterised by the colonial press with unconscious irony "England's Warlike Awakening"—Lord Charles Beresford, a high authority on all matters touching naval equipment, an official who had resigned his seat in the Ministry because he regarded the administration of his department as suicidal, declared that he was pleased to see that "the country was awakening"—not to a determination to assert the military vigour of England, as the colonial Press would have us suppose—"to the fact that the fleet was inadequate and that an invasion at that moment would be a severe blow to the Empire." The Adjutant-General was the while engaged in quarrelling with the head of the Government, and, in reply to the latter's strictures on his conduct, Lord Wolseley said in the House of Lords that he considered the army and navy to be alarmingly weak, and the defences both at home and abroad defective and unsatisfactory as regarded equipment and organisation. From his personal knowledge of the defence-works he was unable to guarantee the safety of the city of London in case of attack by way of the Thames, and when he contemplated the existing state of affairs he felt tempted to resign his high position in the British forces.

Yet the Tory quidnuncs of Australian sojourning would have us believe, in the face of such high authority, that the power which is weak in the defence of its own capital, would be strong in the defence of Melbourne, Sydney, and Brisbane. Rather we court danger by belonging to the Empire at all at such a critical juncture. The *Gaulois*, a French paper, uncompromisingly maintains that the colonies are the only vulnerable point in the defence of the Empire. They are, at least, the *most* vulnerable, and we should now be more at ease without the broad fact of being British dependencies staring us in the face. Even the Duke of Cambridge, an old man who does not know what actual warfare means, and who might, therefore, be easily imposed upon by a grim surface of painted strife, is terrified out of whatever wits he possesses. He is so well-known to be thoroughly acquainted with the complete rottenness of the British army, and so well-known also to unconditionally condemn it that he was actually asked whether he had supplied the material for the article which appeared in the London *Daily Telegraph*.

In another direction we have an example of the complete lack of patriotism and solidarity in the British nation. An example which more than anything emphasises the sordid and unprincipled commercialism of a power which when it wars, wars to protect the vile interests of usurers and traffickers in human poison. The "great" Empire is on the eve of a bloody contest, and a great business firm of its own citizens, for the sake of a money consideration, continue to supply France, a possibly active foe, with heavy ordnance to the exclusion of an order given by the British Government. Everywhere, through all departments, squabbles, jealousies, and selfishness rule. Patriotism and self-sacrifice are no longer British virtues. High officials dispute about trifles at a moment of national crisis. The relations between the Commander-in-Chief, the Adjutant-General, and the Secretary for War are seriously strained. The Premier is in open public conflict with the leaders of the troops. Yet with a delicious and scathing irony the St. Petersburg *Nowosti* accuses England of pursuing an aggressive policy.

England's embarrassment is so terrible that she begins to descend to all sorts of trickery to lence her troubles. A Naval Force Tribute Bill is diddled under various pretences through the different colonial Houses of Parliament, although Mr. Goschen unblushingly admits that the commerce of the colonies is carried chiefly in English bottoms. Lord Charles Beresford, with an eye for further military assistance from Australia and a keen sense of the power of flattery, eulogises the conduct of the New South Wales Contingent in the Soudan escapade, and James M. Maclean, M.P. for Oldham in the British Commons, confesses that he is glad that the colonies responded so heartily, and recognised their responsibility in the event of war by so almost unanimously passing the Naval Force Tribute Bill. Here is a lot of evident anxiety to drag somebody into the affair, and to prop up the weakness of England by the little strength that may be borrowed from the colonies. Immediately after all this evidence of weakness Lord Carnarvon fatuously inquires in the House of Lords as to whether the Government intend to restrict foreign cruisers from entering colonial harbours. That the colonies are really considered an important factor in the matter is shown in the article of the London *Morning Post* on the Chinese Question in Australia, in which it deprecated any conflict between England and the colonies, as it would only result disastrously for the former and be fraught with danger to the Empire.

Lord Randolph Churchill, who resigned his seat in the Ministry on account of corruption in the fulfilling of army contracts, only the other day again adversely criticised the condition of both army and navy, and England has grown so weak in the latter arm of the service that Sir James Fergusson found it necessary to deny that England and Italy had entered into a joint naval treaty in which provision had been made for the fleets of both countries to act in concert in the event of any occasion arising. Thus the power that erstwhile ruled the waves has grown so impotent that it is now hinted she is on the verge of accepting aid from Italy. That the meaning of all this is plainly gauged by the other European powers is readily seen in the fact that the Austrian press severely censures Wolseley for exposing his country's weakness to the eyes of the world; but, unfortunately, the weakness itself is too apparent to be disproved. Only a few days ago Admiral Sir G. T. Phipps Hornby, in a lecture before the London Chamber of Commerce, said that it was imperative to get in readiness a great number of fast cruisers, which, should war break out, would be instantly required to protect the merchant-shipping, and the numerous coaling stations of the Empire. At the same meeting Lord Carnarvon declared that some scheme of co-operation between mercantile-shipping firms and the Naval Department for the protection of British commerce was imperative. General Sir Andrew Clarke, R.E., on another recent occasion also urged the Home Government to engage more fast steamers as cruisers for protection, in the event of war, of the mercantile shipping trade.

Such is the terrible state of internal decay and unpreparedness, that at a recent panic on the stock exchanges, when the war-cloud seemed to stoop low and to stifle the breath, and one could almost hear the scratching of the match which would light the fuse of the first gun, Lord Salisbury called loudly on the volunteers of England, for in their patriotism and in their courage the fate of the Empire was, True, although ill-advised! The army of England numbers a little short of 200,000 men all told, against the armed and disciplined millions of warlike Europe. The Irish people are in arms against a coercive Government; within the boundaries of London itself is more awful contrast between the extremes of barbarous wealth and sickening poverty than in any other similarly populated area in the world; the starving masses are kept back in their slums only by baton and bayonet; the Indian troops are not to be relied on; and the central seat of Government is embroiled in misunderstandings with its Australian outposts through the complications which have arisen in connection with the Chinese question. Still, the colonial Tory, who has learnt nothing fresh since emigrating in the "fifties," stalks proudly down Collins-street, Melbourne, or Queen-street, Brisbane, or Macquarie-street, Sydney, maundering between libations of Conservative hot-punch, about the eternal greatness and majesty of the British Empire. He fails to see that, instead of a source of strength in time of trouble, the Imperial connection is a source of terrible weakness.

In Australia we are treated with much of this fanfaronade. The Australian press was seized with violence, and filled the air with hysterical shrieking anent "England's warlike awakening," when Beresford told some bankers and shoddy-goods exporters that he was pleased to see them beginning to be ashamed of themselves and their country. The other day the *Moscow Gazette* stated in all seriousness that England was standing on the brink of ruin; that she was weak unto death and had ceased to be a warlike power and that henceforth she must be content to remain a peaceful commercial state. Thereat the *Sydney D.T.* laboured hard to prove that England was never in a better condition to defend herself than now. This is an obstinate shutting of the eyes to the whole course of everything that exists in Nature. It is a deaf ear turned to all the teachings of history. Spain, Holland, Rome, Greece, Turkey, the Saracenic empire, ancient India, Persia, were all once great and warlike powers whose day and generation is ended. Nations like men have their period of growth, of adolescence and decay. England has filled up the measure of childhood, youth, maturity, and seems now unable to maintain a strong and green old age. Vitality is not a thing of perennial growth or a question of international sympathy. The stock cannot be increased, but much may be done to exhaust it before the normal time. The colonial Tory is pleased to ignore all this, and with stiff-necked security, ostrich-like, thrusts his neck in the sand of ignorant assumption and imagines that all is peace. However, it needs but a single reverse of British arms in the event of a war to dispel the illusion and induce a fear and trembling that shall find no balm of Gilead in a national and Australian sentiment, for our only way of helping Great Britain in her hour of need is the helping of ourselves to an independent status as a nation long enough to enable us to conserve our national energy before she wants our help.—*Sydney Bulletin.*

AN Important Discovery is announced in the *Paris Figaro*, of a valuable remedy for nervous debility, physical exhaustion, and premature decay. The discovery was made by a missionary in Old Mexico; it saved him from a miserable existence and an early grave. We learn that the Rev. Joseph Holmes, Bloomsbury Mansions, Bloomsbury Square, London, W.C., will send the prescription, free of charge, on receipt of a self addressed stamped envelope.

To-day's Advertisements.

ST. JOHN ⧫ LODGE

OF HONGKONG,
No. 618, S.C.

A REGULAR MEETING of the above-named Lodge will be held in FREEMASONS' HALL, Zetland Street, THIS EVENING, the 13th instant, at 8.30 for 9 O'CLOCK precisely. Visiting Brethren are cordially invited.

Hongkong, 13th September, 1888. [886

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, PENANG, AND CALCUTTA.

THE Company's Steamship

"TAISANG,"

Captain Jackson, will be despatched as above, on TUESDAY, the 18th instant, at 3 P.M.

This Steamer has Superior First Class Accommodation, specially constructed to meet the requirements of tropical climates.

For Freight or Passage, apply to
JARDINE, MATHESON & Co.,
General Managers.

Hongkong, 13th September, 1888. [905

STEAM TO STRAITS AND BOMBAY.
(Calling at COLOMBO should inducement offer.)

THE P. & O. S. N. Co.'s Steamship

"KHIVA"

will leave for the above places on SATURDAY, the 22nd instant, at NOON.

E. L. WOODIN,
Superintendent.

Hongkong, 13th September, 1888. [906

STEAM FOR
SINGAPORE, PENANG, COLOMBO, ADEN, PORT SAID, MARSEILLES, MALTA, GIBRALTAR, BRINDISI, PLYMOUTH, AND LONDON;
ALSO,
MADRAS, CALCUTTA AND AUSTRALIA.

N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR BATAVIA, TRIESTE, HAMBURG, NEW YORK AND BOSTON.

SPECIE ONLY LANDED AT PLYMOUTH.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY'S Steamship "ANCONA," Captain W. J. Webber, with Her Majesty's Mails, will be despatched from this for LONDON direct, VIA SUEZ CANAL and usual Ports of call on WEDNESDAY, the 26th September, at NOON.

Cargo will be received on board until 4 P.M. Parcels and Specie (Gold) at the Office until 4 P.M., on the day before sailing.

For further particulars regarding FREIGHT and PASSAGE apply to the PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY'S Office, Hongkong.

The Contents and Value of Packages are required to be declared prior to shipment.

Shippers are particularly requested to note the terms and conditions of the Company's Black Bills of Lading.

E. L. WOODIN,
Superintendent.

P. & O. S. N. Co.'s Office,
Hongkong, 13th September, 1888. [3

THE PUNJOM AND SUNGHIE DUA SAMANTAN MINING COMPANY, (LIMITED.)

NOTICE TO SHAREHOLDERS.

THE THIRD ORDINARY YEARLY MEETING of SHAREHOLDERS in the above Company will be held at the Company's Office, No. 9 Queen's Road Central, on FRIDAY, the 21st September, 1888, at 4 P.M., for the purpose of receiving the report of the Directors, together with a Statement of Account and for the Election of Directors and Auditors.

A. O'D. GOURDIN,
Secretary.

Hongkong, 6th September, 1888. [881

THE above MEETING is POSTPONED until FRIDAY, the 5th October next, at 4 P.M., pending the expected arrival of Mr. BECHER'S Report.

A. O'D. GOURDIN,
Secretary.

Hongkong, 13th September, 1888. [907

To-day's Advertisements.

FOR SHANGHAI.

THE Steamship

"NINGPO,"

Captain F. Schulz, will be despatched for the above Port, on SATURDAY, the 15th instant, at 4 P.M.

For Freight or Passage, apply to
SIEMSSEN & Co.

Hongkong, 13th September, 1888. [901

THE SCOTTISH ORIENTAL STEAMSHIP COMPANY, LIMITED.

FOR BANGKOK (DIRECT).

THE Company's Steamship

"PHRA CHULA CHOM KLAO,"

Captain A. Benson, will be despatched for the above Ports, on SUNDAY, the 16th instant, at NOON.

For Freight or Passage, apply to
YUEN FAT HONG,
Agents.

Hongkong, 13th September, 1888. [902

FOR MANILA, VIA AMOY.

THE Spanish Steamer

"DON JUAN,"

will be despatched for the above Ports on MONDAY, the 17th instant, at 4 P.M.

For Freight or Passage, apply to
BRANDAO & Co.,
Agents.

Hongkong, 13th September, 1888. [903

FOR KOBE (DIRECT).

THE British Steamer

"TARTAR,"

Captain Bailey, will be despatched as above, on TUESDAY, the 18th instant, at DAYLIGHT.

GIBB, LIVINGSTON & Co.,
Agents.

Hongkong, 13th September, 1888. [904

Consignees.

PACIFIC MAIL STEAMSHIP COMPANY.

NOTICE.

CONSIGNEES of Cargo per Steamship "CITY OF PEKIN."

The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for Countersignature, and to take immediate delivery of their Goods from along-side.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

CHS. D. HARMAN,
Agent.

Hongkong, 7th September, 1888. [1

Intimations.

WANTED.

A RESPECTABLE Steady Young Man to attend the "STAG HOTEL" BAR.

Apply to
J. COOK.

Hongkong, 12th September, 1888. [898

WANTED IMMEDIATELY.

FOR TWO YOUNG LADIES, Apartments with Board. State terms by letter only to

A. B.,
c/o Hongkong Telegraph Office.

Hongkong, 12th September, 1888. [900

HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

CONTRIBUTING SHAREHOLDERS are requested to send in a Statement of Business Contributed during the half-year ended 30th June, 1888, on or before the 30th instant, on which date the Accounts will be CLOSED.

By Order of the Board of Directors,
D. GILLIES,
Secretary.

Hongkong, 3rd September, 1888. [872

HONGKONG PUBLIC SCHOOL.

THIS SCHOOL is examined annually by the SYNDICATE of the CAMBRIDGE UNIVERSITY. The Higher Forms are prepared for the Cambridge Local Examinations for which Hongkong is a Centre. Five University Certificates were gained by Pupils of the Public School at Christmas last.

In Order to extend the advantages of the School to European Residents in the Coast Ports, the HEAD MASTER receives into his family a limited number of Boarders.

Prospectuses on application to the HEAD MASTER.

The CHRISTMAS TERM will Commence on MONDAY, September 17th, at NINE A.M.

NEW PUPILS will be Admitted on SATURDAY, September 15th, at TEN A.M.

C. J. BATEMAN,
Head Master.

Hongkong, 5th September, 1888. [877

THE HONGKONG HIGH LEVEL TRAMWAYS COMPANY, LIMITED.

THE Public are respectfully informed that the PEAK TRAMWAY was OPENED for Public Traffic on WEDNESDAY, the 30th May.

WEEK DAYS.

The CARS RUN as follows between ST. JOHN'S PLACE and VICTORIA GAP:—

8 to 10 A.M. every quarter of an hour.
12 to 2 P.M. " half hour.
4 to 8 " " quarter of an hour.

SUNDAYS.

½ past 12 to ½ past one every quarter of an hour, and from 4 to 8 P.M. every quarter of an hour.

Single Tickets are sold in the Cars: Five-Cent Coupons and Reduced Tickets at the Office of
MACEWEN, FRICKEL & Co.,
General Managers.

VICTORIA EXCHANGE,
50 & 52, Queen's Road,
Hongkong, 17th August, 1888. [539

CHS. J. GAUPP & CO.,
CHRONOMETER, WATCH, and CLOCK-MAKERS, JEWELLERS, SILVER-SMITHS, and OPTICIANS.
CHARTS and BOOKS.
NAUTICAL INSTRUMENTS.
Sole Agents for Louis Audemars' Watches; awarded the highest Prizes at every Exhibition; and for Voigtländer and Sohn's CELEBRATED OPERA GLASSES, MARINE GLASSES, and SPYGLASSES.
No. 8, Queen's Road Central. [607

Intimations.

HONGKONG ST. ANDREW'S SOCIETY.

THE ANNUAL GENERAL MEETING of the above Society will be held in the CITY HALL, on MONDAY EVENING the 17th inst., at 6 O'CLOCK, to receive the Committee's Report and Statement of Accounts, Elect Office Bearers for the ensuing year, and decide concerning the celebration of the forthcoming anniversary of St. Andrew.

D. H. MACKINTOSH,
Hon. Secretary.

Hongkong, 10th September, 1888. [893

DOUGLAS STEAMSHIP COMPANY, LIMITED.

THE ORDINARY GENERAL MEETING of SHAREHOLDERS in the above Company will be held at the Office of the undersigned, on SATURDAY, the 22nd instant, at NOON, for the purposed of receiving the Report of the General Managers, together with a Statement of Accounts to 30th June, 1888.

The TRANSFER BOOKS of the Company will be CLOSED from the 12th to the 22nd September, both days inclusive.

DOUGLAS LAPRAIK & Co.,
General Managers.

Hongkong, 10th September, 1888. [892

FOR HIRE.

THE Fast Steam Launch "ELK" is always kept under steam off Pedder's Wharf and is at the service of the public for proceeding to and from Steamers, Picnic and Bathing Parties, etc.

For particulars, apply to
CRUICKSHANK & Co., Ld.

Hongkong, 17th August, 1888 [801

THE STEAM LAUNCH COMPANY, LIMITED.

THE Steam Dispatch Launch

"BONNIE,"

is now lying off Pedder's Wharf for Hire.

For terms apply to
THE COMPANY'S OFFICE,
1, Pedder's Street.

Hongkong, 12th September, 1888. [899

THE STEAM-LAUNCH COMPANY, LIMITED.

CAPITAL $100,000
IN 2,000 SHARES OF $50 EACH.

DIRECTORS.
J. J. FRANCIS, Esq., Q.C.
D. McCULLOCH, Esq.
A. WOOLLEY, Esq.
H. J. HOLMES, Esq.

BANKERS.
THE HONGKONG AND SHANGHAI BANKING CORPORATION.

APPLICATIONS for SHARES to be made to the HONGKONG AND SHANGHAI BANKING CORPORATION before the 15th September instant on forms to be obtained from the Secretary and Manager, A. G. GORDON, 1, Pedder's Street. $5 per Share to be paid on application, $5 on allotment, a further sum of $10 three months from date of allotment, $10 at the expiration of six months from date of allotment, the balance of $20, when and as the same shall be called up under the provisions contained in the Articles of Association, but not less than 3 months notice.

By Order,
A. G. GORDON,
Secretary and Manager.

Hongkong, 5th September, 1888. [878

THE STEAM LAUNCH COMPANY, LIMITED.

LAUNCHES always on hand for—PICNIC, TOWING, BATHING, PRIVATE PARTIES, &c., &c.

For Terms, apply to
Co.'s Office:—CORNER OF
PEDDER'S STREET AND PRAYA.

1888 WINTER TIME TABLE. 1888

THE STEAM-LAUNCH COMPANY, LIMITED.

KOWLOON FERRY.

THE COMMODIOUS STEAM-LAUNCH "PIONEER,"

Will, from the 1st September, 1888, run daily as a Ferry Boat between Pedder's Wharf and Kowloon Point at the following hours.

LEAVES KOWLOON	LEAVES HONGKONG
6.00 A.M.	7.00 A.M.
8.00 "	8.15 "
8.40 "	9.15 "
9.40 "	11.00 "
10.30 "	12.25 P.M.
12.00 "	1.05 "
12.40 P.M.	2.05 "
1.50 "	4.00 "
2.20 "	4.30 "
4.15 "	5.05 "
4.45 "	5.35 "
5.20 "	6.05 "
5.50 "	6.35 "
6.20 "	7.10 "
6.50 "	7.40 "
7.25 "	
NIGHT SERVICE.	NIGHT SERVICE.
8.30 P.M.	9.00 P.M.
10.30 "	11.00 "
11.30 "	12.00 "

☞ The above Time Table will be strictly adhered to.

STEAM-LAUNCH "PIONEER."

SCALE OF FARES.

For each Trip.....10 Cents.
Children under 10 years .....Free.
Second Class, (Chinese) .....2 Cents.
Sedan Chairs, each .....10 Cents.

FOR KOWLOON RESIDENTS.

Family Tickets, including Servants, (per month).....$7.
Single Tickets for one person only and his Servants, (per month) ... .$5.

If more than one person, not forming part of the Family, Fare will be fixed on application to the Secretary.

FOR NON-RESIDENTS.

Quarterly Tickets, ...$4.
Quarterly Tickets, for Servants only, (2 allowed).....$2.

For Extra trips to or from Hongkong, between the advertised time, at the rate of $1 per trip each way.

NIGHT SERVICE.—All Passengers, whether Subscribers or otherwise, will be charged 20 cents each way.

A. G. GORDON,
Secretary and Manager.

Hongkong, 1st September, 1888. [866

Commercial.

TO-DAY,

THE SHARE MARKET.

5 o'clock.

Notwithstanding "mail-day" a very considerable amount of share business has been put through. After a lengthy retirement Hongkong Fires have once more been brought to the front, and we have to chronicle transfers at 342½. Docks have been placed at 33½ per cent. premium for the end of the month, and also for cash at 33, leaving off in good demand. Sales of Steamboats have been made at 220 and finally at 219, and there are further sellers at the lower rate. China and Manilas are reported to have been placed at from 117 to 122 for cash, and also at 125 for December. A few lots of China Sugars have changed hands at 185, and there are further buyers. Luzons have been done at 69 and 70, and are now on offer at the latter rate. Business in Punjoms has been arranged at 12¼, 12½ and 13, closing with sellers at 13. The East Borneo Planting Co.'s scrip has been bought at 42½, and further shares are wanted. Nothing else needs special mention.

CLOSING QUOTATIONS.

Hongkong and Shanghai Bank—153 per cent. premium, sellers.
Union Insurance Society of Canton—$90 per share sellers.
China Traders' Insurance Company—$68 per share, sellers.
North China Insurance—Tls. 285 per share, buyers.
Canton Insurance Company, Limited—$97 per share, buyers.
Yangtsze Insurance Association—Tls. 871 per share, buyers.
Chinese Insurance Company—$175 per share, buyers.
On Tai Insurance Company, Limited—Tls. 150, per share.
Hongkong Fire Insurance Company—$342½ per share, sales and sellers.
China Fire Insurance Company—$77 per share, sellers
Hongkong and Whampoa Dock Company, 33 per cent. premium, sales and buyers.
Hongkong, Canton, and Macao Steamboat Co. —$219 per share, sales and sellers.
China and Manila Steam Ship Company—122 per share, sales and buyers.
Hongkong Gas Company—$135 per share, sellers.
Hongkong Hotel Company,—$175 per share, sellers.
Indo-China Steam Navigation Company, Limited—20 per cent. dis., sellers.
Douglas Steamship Company—$60 per share, sellers.
China Sugar Refining Company, Limited—$185 per share, sales and buyers.
Luzon Sugar Refining Company, Limited—$69 per share, sales and sellers.
Hongkong Ice Company—$78 per share, sellers.
Hongkong and China Bakery Company, Limited, —$30 per share.
Hongkong Dairy Farm Co., Limited—$13 per share, sellers.
A. S. Watson & Co., Limited—100 per cent. premium, ex. div., sellers.
Chinese Imperial Loan of 1884 A—2 per cent. premium.
Chinese Imperial Loan of 1884 B—3 per cent. premium.
Chinese Imperial Loan of 1884 C—9 per cent. premium, buyers.
Chinese Imperial Loan of 1886 E—11 per cent. premium.
Hongkong Rope Manufacturing Company Limited—$75 per share, sellers.
Perak Tin Mining and Smelting Company—$5 per share, nominal.
Punjom and Sungkie Dua Samantan Mining Co. —$13 per share, sales and sellers.
Hongkong and Kowloon Wharf and Godown Company—64 per cent. premium, sellers.
Tonquin Coal Mining Co.—65 per cent. premium, buyers.
The Hongkong High-Level Tramway Co., Limited—325 per cent. premium, sellers.
The East Borneo Planting Co., Limited—$42½ per share, sales and buyers.
Cruickshank & Co. Ld.,—$60 per share, sellers.

EXCHANGE.

ON LONDON.—Bank, T. T. 3/0⅞
Bank Bills, on demand 3/1
Bank Bills, at 30 days' sight 3/1⅛
Bank Bills, at 4 months' sight...3/1⅜
Credits at 4 months' sight 3/1⅜
Documentary Bills, at 4 months'... sight 3/1⅜
ON PARIS.—
Bank Bills, on demand.....3.89
Credits, at 4 months' sight 3.97
ON INDIA, T. T.....223½
On Demand.....224
ON SHANGHAI.—
Bank, T, T.....72
Private, 30 days' sight 72⅞

EXPORT CARGOES.

Per *Parthia*, str., for Kobe.—3,000 bags Sugar, and 1 case Furniture. For Yokohama.—84 packages Sundries. For Victoria.—12 chests Opium, and 376 packages Merchandise. For Vancouver.—19 packages Merchandise. For San Francisco.—2,700 bags Rice, 50 packages Tea, and 1,436 packages Merchandise. For Portland.—56 packages Merchandise. For Boston.—83 packages Merchandise.

Per *Moray*, str., for New York.—202 bales Waste Silk, 143 cases Cassia, 59 rolls Matting, 77 packages Preserves, and 1,649 packages Merchandise.

OPIUM MARKET.—THIS DAY.

NEW MALWA, per picul..... $550
(Allowance, Taels 32 to 64).
OLD MALWA, per picul $550
(Allowance, Taels 32 to 88).
NEW PATNA, (without choice) per chest $498⅞ to $501⅞
NEW PATNA, (bottom) per chest $511⅞
OLD PATNA, (without choice) per chest... $505 to 517⅞
NEW BENARES, (without choice) per chest $483⅞ to $491⅞
NEW BENARES, (bottom) per chest..... $491⅞ to $496⅞
NEW PERSIAN (best quality) per picul..... $640
OLD PERSIAN (best quality) per picul..... $600
OLD PERSIAN (second quality) per picul... $550 to $575

HONGKONG TEMPERATURE.

(From Messrs. Falconer & Co.'s Register).

To-day.	
Barometer—9 a.m.	30.00
Barometer—3 p.m.	29.91
Barometer—4 p.m.	29.91
Thermometer—9 a.m.	82
Thermometer—1 p.m.	83
Thermometer—4 p.m.	84
Thermometer—9 a.m. (Wet bulb)	77
Thermometer—1 p.m. (Wet bulb)	76
Thermometer—4 p.m. (Wet bulb)	76
Thermometer—Maximum	84
Thermometer—Minimum (over night)	78

CHINA COAST METEOROLOGICAL REGISTER.

12th September, 1888 At 4 p.m.

STATION	Barometer	Temperature	Dew Point	Wind. Direction	Wind. Force	Weather	Rain last 24 hours.
Wladivostock	29.74	53	...	N	2	0	...
Tokio	29.57	...	...	S	3	...	...
Nagasaki	29.73	70	53	N	2	c	...
Shanghai	29.91	80	66	...	4	b	...
Amoy	29.83	85	74	SW	4	c	...
Hongkong	29.86	82	77	E	3	c	...
Pakhoi	29.92	86	76	ENE	2	...	...
Saigon	29.84	86	72	WNW	2	b	...
Manila	29.83	85	76	NW	1	c	...

13th September, 1888 —At 10 a.m.

	Barometer	Temperature	Dew Point	Wind. Direction	Wind. Force	Weather	Rain last 24 hours.
Wladivostock	29.77	5	75	N	4	c	0.08
Tokio	...	...	...	...	...	...	...
Nagasaki	29.81	77	56	N	4	c	...
Shanghai	29.94	77	65	N	2	c	...
Amoy	29.96	81	63	NE	2	b	...
Foochow	29.98	83	63	ENE	4	c	...
Pakhoi	29.96	79	93	...	0	o	...
Saigon	29.91	85	72	NNE	2	c	...
Manila	...	...	...	...	...	...	...

The barometer has risen and gradients are slight. Cloudy, warm and dry weather prevails.

[illegible] inches, tenths and [illegible] degrees Fahr[illegible] saturation, the [illegible] 10.—Direction [illegible] and according to [illegible] sky. / Detached [illegible] Hail. ≈ Lightning. [illegible] Rain. * Snow. f. [illegible] Rain in inches [illegible]

W. DONNERSMARK,
Hongkong Observatory, 13th September, 1888.

MAILS EXPECTED.

THE ENGLISH MAIL.

The P. & O. S. N. Co.'s steamer *Verona*, with the next English mail, left Singapore for this port on the 11th instant, at 2 p.m., and may be expected here on or about the 16th.

THE AMERICAN MAIL.

The O. & O. S. S. Co.'s steamer *Arabic*, with mails, &c., from San Francisco to the 21st ulto., left Yokohama for this port on the 12th instant, at 6 p.m., and may be expected here on or about the 18th.

THE CANADIAN MAIL.

The Canadian Pacific steamer *Abyssinia*, with the next Canadian mail, left Vancouver for Yokohama and this port on the 28th August.

STEAMERS EXPECTED.

The D. D. R. steamer *Frigga*, from Hamburg, left Singapore on the 6th instant, and is expected here on the 13th.

The Navigazione Generale Italiana Co.'s steamer *Bisagno*, left Singapore on the 8th instant, and is expected here on the 14th.

The China Shippers Mutual S. N. Co.'s steamer *Ningchow*, from Glasgow and Liverpool, left Singapore for this port on the 10th instant, and may be expected here on the 16th.

The 'Glen' line steamer *Glengyle*, from London, left Singapore on the 11th instant, and is expected here on the 17th.

The Ocean Steamship Co.'s steamer *Menelaus*, from Liverpool, left Singapore on the 12th instant, and is due here on the 18th.

Shipping.

ARRIVALS.

WYVERN, British steamer, 1,108, J. Brotherton, 13th Sept.,—Bangkok 5th Sept., Rice.—Tung Kee.

FUSHUN, Chinese steamer, 1,503, A. Croad, 13th Sept.,—Shanghai, *viâ* Swatow 12th Sept., General.—C. M. S. N. Co.

NINGPO, German steamer, 762, Schulz, 13th Sept.,—Whampoa 13th Sept., General.—Siemssen & Co.

FORMOSA, British steamer, 674, T. Hall, 13th Sept., Taiwan 9th September, Amoy 11th, and Swatow 12th, General.—D. Lapraik & Co.

VISAYAS, Spanish steamer, 406, J. Ajubita, 13th Sept.,—Manila 10th Sept., General.—Ban Ho.

CLEARANCES AT THE HARBOUR OFFICE.

Airlie, British steamer, for Townsville, &c.
Marie, German steamer, for Haiphong.
H. G. Johnson, American bark, for Keelung.
Zambesi, British steamer, for Saigon.
Telartos, German steamer, for Saigon.

DEPARTURES.

September 12, *Pingtsze*, British steamer, for Whampoa.
September 12, *Victoria*, British steamer, for Nagasaki.
September 12, *Lady Harewood*, British bark, for Whampoa.
September 13, *Memnon*, British steamer, for Sandakan, &c.
September 13, *Oxus*, French steamer, for Saigon, &c.
September 13, *Telartos*, German steamer, for Saigon.
September 13, *Falkenburg*, German steamer, Saigon.
September 13, *Canton*, British steamer, for Swatow, &c.
September 13, *Delcomyn*, British steamer, for Port Darwin, &c.
September 13, *Airlie*, British str., for Townsville, &c.
September 13, *Benlarig*, British steamer, for Singapore, &c.

PASSENGERS—ARRIVED.

Per *Fushun*, str., from Shanghai, &c.—Mr. Agassey, and 95 Chinese.
Per *Wyvern*, str., from Bangkok.—3 Chinese.
Per *Formosa*, str., from Taiwan, &c.—31 Chinese.
Per *Visayas*, str., from Manila.—49 Chinese.

DEPARTED.

Per *Meefoo*, str., for Swatow, &c.—10 Chinese.
Per *Oxus*, str., from Hongkong for Saigon.—Mr. T. Benoit, and 4 Chinese. For Singapore.—Brother Vincent Roques and servant, Mr. E. J. Solomon, and 8 Chinese. For Marseilles.—Messrs. Brimelow and Augusto Caisso. From Shanghai for Singapore.—Mr. J. Abraham. For Marseilles.—Messrs. Ed. Gamman, E. Blumenthal, Dourian and servant, and Rev. R. P. Clerbeana. From Yokohama for Saigon.—Messrs. L. Leconte, L. Blanc, Lepantre, Julien, Gelabert, and Guillemont. For Singapore.—Messrs. Purchas, Seikichi, and Viyamano. For Marseilles.—Messrs. Harada and A. Shanks. From Kobe for Saigon.—Mrs. Bonardel and Mr. L. Prerost. For Marseilles.—Sister Bernardine.

REPORTS.

The British steamship *Formosa* reports that she left Taiwan on the 9th instant. Had moderate north-east winds and sea with clear weather to Amoy. Left Amoy on the 11th. Had light easterly airs and calms with light hazy weather to Swatow. Left Swatow on the 12th. From Swatow to port had calm and light east-north-east breeze with smooth sea and clear weather. In Swatow, the steamship *Holhow*.

The Chinese steamship *Fushun* reports that she left Shanghai, *viâ* Swatow on the 12th instant. Had fine weather throughout.

The British steamship *Wyvern* reports that she left Bangkok on the 5th instant. Had strong north-east winds and sea from Cape Padaran to Ladrone Islands.

Post Office.

A MAIL WILL CLOSE

For Chefoo, Tientsin, and Newchwang.—Per *Velox*, to-morrow, the 14th instant, at 9.30 A.M.

For Singapore and Sourabaya.—Per *Benalder*, to-morrow, the 14th instant, at 11.30 A.M.

For Shanghai.—Per *Ningpo*, on Saturday, the 14th instant, at 3.30 P.M.

For Straits, Colombo, and Bombay.—Per *Teheran*, on Saturday, the 15th instant, at 11.30 A.M.

For Swatow, Amoy, & Foochow.—Per *Haitan*, on Sunday, the 16th instant, at 8.30 A.M.

For Bangkok.—Per *Phra Chula Chom Klao*, on Sunday, the 16th instant, at 9.00 A.M.

For Amoy and Manila—Per *Don Juan*, on Monday, the 17th instant, at 3.30 P.M.

For Kobe.—Per *Tartar*, on Monday, the 17th instant, at 5.00 P.M.

For Straits and Calcutta.—Per *Taisang*, on Tuesday, the 18th instant, at 2.30 P.M.

For Yokohama and San Francisco.—Per *City of Peking*, on Tuesday, the 18th instant, at 2.30 P.M.

For Europe, &c., Australia, Madras, Calcutta, and Mauritius.—Per *Melbourne*, on Thursday, the 27th instant, at 11.00 A.M.

SHIPPING IN HONGKONG.

STEAMERS.

BENALDER, British steamer, 1,331, R. W. Thomson, 6th Sept.,—Kobe 29th August, Coal and General.—Gibb, Livingston & Co.

CITY OF PEKING, American steamer, 5,075, W. B. Seabury, 7th Sept.,—San Francisco 11th August, and Yokohama 1st Sept., Mails and General.—P. M. S. S. Co.

FAME, British steamer, 117, A. Stopani.—Hongkong and Whampoa Dock Co.

HAITAN, British steamer, 1,182, S. Ashton, 12th Sept.,—Foochow 8th Sept., Amoy 10th, and Swatow 11th, General.—D. Lapraik & Co.

KHIVA, British steamer, 1,452, Crew, 9th Sept., —Bombay 23rd August, and Singapore 3rd Sept., General.—P. & O. S. N. Co.

MARIE, German steamer, 704, J. Hohlmann, 10th Sept.,—Haiphong 8th Sept., General. —A. R. Marty.

MONGKUT, British steamer, 860, Geo. Anderson, 6th Sept.,—Bangkok 31st August, Rice and General.—Yuen Fat Hong.

PHRA CHULA CHOM KLAO, British steamer, 1,012, A. Benson, 11th Sept.,—Bangkok 4th Sept., Rice.—Yuen Fat Hong.

PILOT FISH, British steamer, 161, A. Stopani.—Hongkong and Whampoa Dock Co.

RED SEA, British steamer, 2,165, Charles Barker, 31st August,—Kobe 23rd August, Rice.—Captain.

SOOCHOW, British steamer, 999, Hughes, 12th Sept.,—Whampoa 12th Sept., General.—Butterfield & Swire.

TAISANG, British steamer, 1,505, Jackson, 12th Sept.,—Calcutta 28th August, Penang 3rd Sept., and Singapore 5th, General.—Jardine, Matheson & Co.

TAIYUAN, British steamer, 1,459, A. Varden, 5th September,—Wellington, N.Z., 4th August, Sydney 14th, Cape Moreton 18th, Sandy Cape 19th, Townsville 21st, Cooktown 22nd, and Thursday Island 25th, General.—Butterfield & Swire.

TARTAR, British steamer, 1,603, D. S. Bailey, 5th Sept.,—Manila 2nd Sept., General.—Gibb, Livingston & Co.

TEHERAN, British steamer, 1,670, C. D. Sams, 14th Sept.,—Yokohama 1st Sept., Mails and General.—P. & O. S. N. Co.

ZAMBESI, British steamer, 1,563, T. R. Tiddy, 5th Sept.,—Saigon 1st Sept., Rice.—Adamson, Bell & Co.

SAILING VESSELS.

ADOLPH, German bark, 867, E. Westergaard, 5th August,—Hamburg 19th April, General.—Order.

ANNA BERTHA, German bark, 400, H. Nielsen, 9th Sept.,—Keelong 28th August, Coals.—Order.

AUGUSTA, German bark, 475, J. Jessen, 9th Sept.,—Newchwang 5th August, Beans.—Ed. Schellhass & Co.

COMET, German ship, 1,083, Kauppner, 17th July,—Cardiff 4th April, Coals.—Order.

C. C. CHAPMAN, American ship, 1,600, A. J. Hichborn, 15th August,—Shanghai 16th July, General.—Pustau & Co.

EMMA CROWELL, American bark, 1,086, Pendleton, 10th Sept.,—Shanghai 29th August, General.—Russell & Co.

ERLKOENIG, Chinese bark, 457, Opium Examination hulk, Stonecutters' Island.—Chinese Customs.

ESCORT, American bark, 636, R. G. Waterhouse, 15th July,—Iloilo 3rd July, General.—Chinese.

FRANCIS, American ship, 1,974, Geo. L. Bray, 10th Sept.,—San Francisco 18th July, Ballast.—Master.

GOLIAH, Siamese bark, 544, Chas. Simpson, 6th Sept.,—Bangkok 24th August, Wood.—Chinese.

HATTIE E. TAPLEY, British bark, 907, J. McConnachy, 5th Sept.,—Sandakan 15th August, Timber.—Gibb, Livingston & Co.

HEI-CHEONG, British bark, 320, T. C. Thomsen, 4th Sept.,—Bangkok 12th August, Rice and General.—Kong Tong Tai.

H. G. JOHNSON, American bark, 1,0[illegible]7, I. N. Colby, 9th Sept.,—London 11th May, General.—Russell & Co.

L'AVENIR, British brigantine, 351, C. Rogers, 10th Sept.,—Amoy 7th September, General. —Wieler & Co.

LUCIA, British bark, 640, Wood, 5th August,—Freemantle (W. Australia) 11th July, Sandalwood.—Order.

MONROVIA, British ship, 1,492, H. Coming, 10th Sept.,—Shanghai 29th August, Ballast.—Siemssen & Co.

NYL GHAU, British ship, 1,252, W. B. Butler, 1st August,—Samarang 20th July, Ballast. —Order.

WM. H. CONNER, American ship, 1,423, Butman, 10th Sept.,—Shanghai 28th August, General.—Pustau & Co.

WHAMPOA.

CHI-YUEN, Chinese steamer, 1,211, R. C. Null, 10th Sept.,—Chefoo 4th Sept., General.—C. M. S. N. Co.

INGRABAN, German steamer, 294, J. R. Mossmann, 11th Sept.,—Newchwang 4th Sept., Beans.—Wieler & Co.

LADY HAREWOOD, British bark, 382, C. H. Williams, 10th Sept.,—Newchwang 8th August, Peas.—Chinese.

TAMSUI, British steamer, 919, W. Potts, 11th Sept.,—Swatow 10th Sept., General.—Butterfield & Swire.

VELOX, German steamer, 636, W. Wulff, 9th Sept.,—Chefoo 3rd September, Beans.—Ed. Schellhass & Co.

YANOTSZE, German steamer, 814, C. Tonningsen, 11th Sept.,—Shanghai 8th Sept., General.—Siemssen & Co.

STEAMERS EXPECTED IN HONGKONG.

STEAMERS.	FROM.	DATE DUE.	AGENTS.
Frigga	Hamburg	September 13th	Siemssen & Co.
Bisagno	Singapore	September 14th	Carlowitz & Co.
Ningchow	Liverpool	September 16th	Arnhold, Karberg & Co.
Verona	London	September 16th	P. & O. S. N. Co.
Glengyle	London	September 17th	Jardine, Matheson & Co.
Menelaus	Liverpool	September 18th	Butterfield & Swire.
Arabic	San Francisco	September 18th	O. & O. S. S. Co.
Abyssinia	Vancouver	September 25th	Adamson, Bell & Co.

STEAMERS LOADING IN HONGKONG.

DESTINATION.	VESSELS.	AGENTS.	DATE OF LEAVING.
London, &c., via Suez Canal	Ancona	P. & O. S. N. Co.	Sept. 26th, at noon.
London, via Suez Canal	Glenroy	Jardine, Matheson & Co.	About Sept. 24th.
London, via Suez Canal	Jason	Butterfield & Swire	September 15th.
Bremen, via Ports of Call	Braunschweig	Melchers & Co.	Sept. 27th, at 10 a.m.
Genoa, via Bombay, &c.	Bisagno	Carlowitz & Co.	Sept. 21st, at noon.
San Francisco, via Y'hama	City of Peking	Pacific Mail S. S. Co.	Sept. 18th, at 3 p.m.
San Francisco, via Y'hama	Arabic	O. & O. S. S. Co.	Sept. 27th, at 3 p.m.
Vancouver, B.C., via A., &c.	Aberdeen	Adamson, Bell & Co.	Sept. 27th, at 3 p.m.
Sydney, Melbourne, &c.	Guthrie	Russell & Co.	September 22nd.
Calcutta, via Straits	Taisang	Jardine, Matheson & Co.	Sept. 18th, at 3 p.m.
Straits, Colombo & Bombay	Teheran	P. & O. S. N. Co.	Sept. 15th, at noon.
Straits and Bombay	Khiva	P. & O. S. N. Co.	Sept. 22nd, at noon.
Bangkok	P. C. Chom Klao	Yuen Fat Hong	Sept. 16th, at noon.
Yokohama, via N'saki, &c.	Malwa	P. & O. S. N. Co.	About Sept. 26th.
Kobe	Tartar	Gibb, Livingston & Co.	Sept. 18th, daylight.
Tientsin	Tamsui	Butterfield & Swire	September 17th.
Shanghai	Verona	P. & O. S. N. Co.	Quick despatch.
Shanghai	Ningpo	Siemssen & Co.	Sept. 15th, at 4 p.m.
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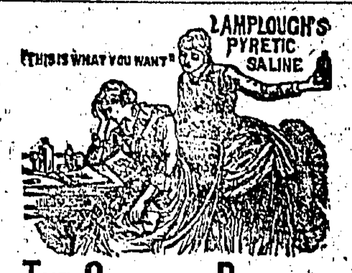

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